

GULFWING

April-May 2007

*Home of the Hurricane Hunters and Flying Jennies
403rd Wing, Air Force Reserve Command, Keesler AFB, Miss.*



Birds of a Feather

See Page 12

Flying Hospital: Doctors and Nurses Keeps Skills Sharp, See Page 20

APRIL-MAY 2007 CONTENTS

Reservists Learn Combat Survival Skills

Nearly 350 Reservists from the 403rd Wing deployed during April UTA to Volk Field, Wis. for a week of Operational Readiness Inspection training.

Save Your Buddy, Save Yourself

Blood is like a parachute - if it's not there when you need it, you'll probably never need it again. The same could be said of Self-Aid and Buddy Care knowledge in a combat zone. Not knowing what to do could mean life or death for you or a buddy.

History Comes Crashing Down

Contractors brought in heavy equipment in April to begin the arduous task of tearing down a part of 403rd Wing history. Hangar 5 was crushed and crunched in the jaws of excavators as truckloads of debris was removed from the site that will become the Consolidated Aircraft Maintenance Facility. Work on the new building begins in June.

Aeromedical Evacuators Find J-model Improves Patient Care

Flight Nurses and Medical Techs with the 433rd Aeromedical Evacuation Squadron at Lackland Air Force Base, Texas extolled the benefits of the J-model during a recent training mission supported by the 403rd Wing.



EDITORIAL STAFF

Brig. Gen. Richard R. Moss
403rd Wing Commander
Maj. Chad E. Gibson
Chief of Public Affairs
Tech. Sgt. James B. Pritchett
Editor, NCOIC of Public Affairs
Tech. Sgt. Michael Duhe
Senior Staff Writer
Staff Writers
2nd Lt. J. Justin Pearce, Staff Sgt. Michael Eaton,
Airman 1st Class Tabitha Spinks,
Airman 1st Class Lindsay L. Boggan, Lindsey Ellzey
Administrative Assistant
Jessica Brady

403rd Wing, AFRC, Keesler AFB, Miss. Volume 28, Issue 4
This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the Gulf Wing are not necessarily the official view of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force. The editorial content is edited, prepared, and provided by the Public Affairs office of the 403rd Wing. All photographs are Air Force photographs unless otherwise indicated. For information or to share a story or photo, call 228-377-2056.

Gulf Wing Awards
1st Place, Best Magazine, Air Force Media Contest, 2003, 2004
1st Place, Best Command Publication, AFRC Media Contest, 2004, 2005
1st Place, Best Magazine, AFRC Media Contest, 1989, 2003, 2004, 2005

www.403wg.afrc.af.mil

For information or to share a story or photo, call the 403rd Wing Public Affairs Office at
228-377-2056

6

10

16

17



On the Cover: Birds — Page 12

C-130J-30 aircraft make formation flying easier for aircrews promoting efficiency even in adverse conditions due to the Heads-Up Displays which allow pilots to view essential flight information while never taking their eyes off the outside environment.

**Pay Date
May 15**

UTA AND TRAINING CALENDAR

9-10 June
14-15 July
4-5 August
22-23 September
ORE:
19-23 September
ORI:
11-15 December

Chapel Starts at 8, Don't Be Late



Chaplains, (Maj.) Ray Thompson and (Capt.) Tim Broughton, spend a good deal of each Unit Training Assembly out among the units talking to people and, more often

than not, listening to what people have to say.

Come 7:15 a.m. Sunday morning, Airmen start filing into the 815th Airlift Squadron auditorium for fellowship, worship and to raise their voices in song.

According to chapel-goers the 45 minutes or so spent with the chaplains is everything one would expect from a Sunday service in a traditional church.

Everyone gathers and exchanges greetings before the service begins. Usually there are a number of musical selections from folks like Tech. Sgt. Gary Singleton, who plays soprano saxophone; Maj. Chad Gibson, who plays his guitar and sings; and Chaplain's Assistant, Airman Shanika Boswell, who sings and plays keyboard.

During the service one of the chaplains usually offers a sermon that lasts 10-15 minutes and contains messages relevant to Airmen living in the modern world.

Services conclude at about 8 a.m. so every-

one can get back to the mission.

When the unit is on the road such as the recent exercise at Volk Field, Wis. chaplains and chaplains' assistants are there to continue to support the spiritual needs of Citizen Airmen. In addition to their regular visits to work areas, the chaplains held a special devotional service at Volk.

From Staff Reports

Tech. Sgt. Gary Singleton, 403rd Mission Support Flight, plays the alto saxophone during the Wing's monthly chapel service. Musical selections are included in the services and are provided and accompanied by volunteers from the Wing.

PROMOTIONS

Chief Master Sergeant

Melanie K. Kuzma, 403rd MXG

Master Sergeant

Kenneth R. Holmes, 41st APS
Tonya L. Stallworth, 403rd LRS

Technical Sergeant

Christopher M. Green, 96th APS
Stephen D. Pettross, 403rd OSF
Mathis J. Tillman, 403rd MXS

Staff Sergeant

Amy E. Arcand, 53rd WRS
Dwyane Buchanan, 403rd ASTS
Frank Fair III, 815th AS
Mark B. Fowler, 403rd AMXS
Robert A. Hammond, 96th APS
Jamal L. Henry, 403rd CF
Frank O. King Jr., 403rd MXS
Dathan S. Osgood, 403rd MXS
Coleen L. Patton, 403rd SVS
Jason C. Rucker, 403rd MXS

Senior Airman

Vincent L. Armata, 403rd OSF
Glenda L. Clark, 41st APS
Tockneea M. Day, 403rd SVS
Courtney S. Henderson, 403rd CF
Todd A. Hines, 403rd CES
Fabe A. Ingram, 96th APS

Bradley A. Johnson, 96th APS
Diechea C. McGee, 815th AS
Brian J. Mitchell, 403rd CF
Michael J. Prejean III, 41st APS
Sabrina D. Roberts, 403rd ASTS
Brian G. Terrell, 403rd MXS
Michael L. Trimble, 403rd MXS
Dale L. Wheat Jr., 403rd AMXS

Airman

Rashad O. Hodge, 403rd MXS
Terry T. Smith, 403rd LRS
Joshua D. Smith, 403rd CF

Newcomers

Master Sgt. Francisco O. Alvarenga, 403rd LRS
Staff Sgt. David B. Begault, 403rd MXS
Tech. Sgt. Janine E. Bickham, 403rd LRS
Tech. Sgt. Serena M. Birch, 403rd CF
Staff Sgt. Robert V. Espino, 403rd LRS
Airman Rashad O. Hodge, 403rd MXS
Senior Airman La'Rie Johnson, 403rd LRS
Airman 1st Class Kevin King, 96th APS
Airman 1st Class Colin T. Lacy, 403rd LRS
Maj. Patrick S. Lemaire, 53rd WRS
Senior Airman Paul B. Lambeth, 403rd LRS
Tech. Sgt. Kevin A. Martin, 403rd LRS
Staff Sgt. Jacquita F. Melton, 403rd OSF
Master Sgt. Penny L. Mueller, 815th AS
Tech. Sgt. Stephen T. Normand, 403rd MXS
Airman Colin W. Roeder, 403rd AMXS
Lt. Col. Eric P. Ross, 403rd CES

Gulf Wing Salutes

Senior Airman Thomas A. Shanks, 403rd MXS
Senior Airman Jared B. Stewart, 403rd LRS
Capt. Harry M. Tipton, 403rd OSF
Senior Airman Claude M. Tuttle, 53rd WRS
Staff Sgt. Paul J. Tyler, 403rd MXS
Tech. Sgt. Dino P. Velaquez, 403rd LRS
Master Sgt. Kenneth E. Volante, 403rd WG
Tech. Sgt. Mack Washington, 403rd LRS
Airman 1st Class Shellie Jo West, 403rd MXS
Staff Sgt. Tonia A. Williams, 403rd MXS

What's Happening?

Know of an upcoming exercise or unit deployment? Are there special events planned at your unit? Contact your Unit Public Affairs Rep or call Public Affairs at 377-2056.

(Right) Col. Maria de los Pons, commander, 403rd ASTS, gets attention from the unit's medical personnel during an exercise designed to help prepare the unit for upcoming inspections. Colonel Pons was made up with moulage simulating a serious neck injury. While wearing their chemical protective gear, the troops had to determine what her injuries were and provide immediate assistance.



Photo by Staff Sgt. Michael Eaton

(Below) Master Sgt. Stephen Carlson demonstrates how to clear an M9 during weapons training at March UTA. Sergeant Carlson is with the 403rd Security Forces Squadron. The class spent time learning the ins and outs of their weapon before qualifying at the firing range.



Photo by Airman 1st Class Tadhias Sparks



Photo by Kimberly Greer, 81st Training Wing Public Affairs

(Above, from left) Brig. Gen. Richard Moss, 403rd Wing commander; Parah Fishburn from Sen. Thad Cochran's office and Bill Stallworth, Biloxi Ward 2 councilman, watch 335th Training Squadron students march in the 81st Training Group parade March 22. General Moss was the reviewing officer and Ms. Fishburn and Mr. Stallworth were honorary commanders.

(Left) Stacy Simon of the Seawolves took a turn behind the stick in a Blackhawk helicopter at Patrick Air Force Base, Fla. during the 403rd Wing's annual Civic Leader Tour. The aircraft belongs to the 920th Rescue Squadron, an Air Force Reserve unit. Civic leaders who attended the event were hosted by the Reserve and active duty commands at Patrick and also toured Space Command facilities at Kennedy Space Center in March.



Photo by Tech. Sgt. James B. Richeff

(Below) Mecheall Bracy, wife of Tech. Sgt. Bobby Bracy Sr., is touring the Vietnam Memorial Wall with son Tyler. Tyler asked lots of questions. Though his parents weren't sure if he understood the answers. The Vietnam Wall is located on Battleship Parkway in Mobile, Ala. Tyler's interest is big trucks and airplanes.

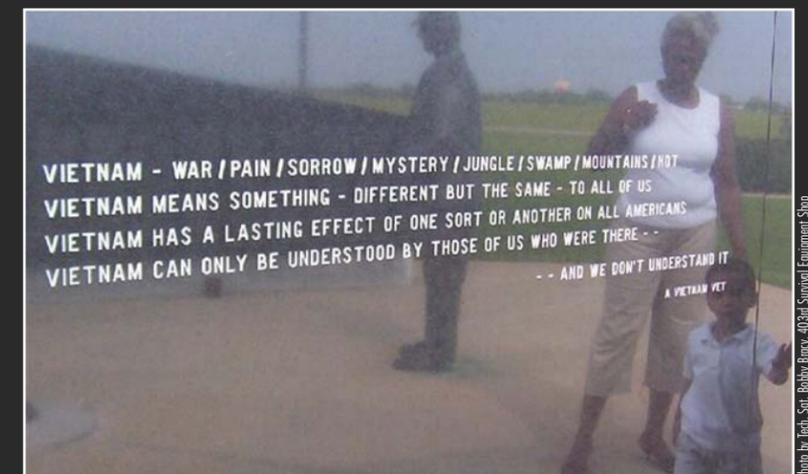


Photo by Tech. Sgt. Bobby Bracy, 403rd Survival Equipment Shop

Shovel, Hydrate, Gas, All Clear Reservists Learn Combat Survival Skills

By Tech. Sgt. Michael Duhe
Senior Staff Writer

Upon arriving at Volk Field, Wis., the Citizen Airmen of the 403rd Wing team quickly settled into practicing their skills at operating in a combat environment.

The first order of business was filling two sandbags each. For the next two days, they “set up shop” and attended training courses, including Self-aid and Buddy Care and Explosive Ordnance Reconnaissance.

“I thought the EOR training was very helpful,” said Chaplain (Capt.) Tim Broughton, after attending one of the sessions. “It covered a lot of the infor-

mation included in computer-based training and the Airman’s Manual, and other things I didn’t know.”

The exercise officially began in the early morning hours of April 18. With exercise participants in place, the “giant voice” announced MOPP 2, sending Reservists scrambling to don their chem warfare gear.

Other challenging simulations followed throughout the day: the loss of primary operating locations to a bomb threat, an aircraft crash, a sniper threat and chemical attacks leading to MOPP 4.

One familiar face among the cadre was Chief Master Sgt. Ron Holtorf, wing command chief, who served as cadre advisor for the 403rd Wing. In

addition to acting as a liaison between the 403rd and cadre, he also assisted unit members with issues such as shift scheduling and lodging.

“I think we’ll have a good baseline for what we need to work on,” the chief said after day one. “Communication is one area we need to stress. The EOC needs all the input they can get. We have to get people to understand that.”

“Also, there’s a perception from the old days that you stay in black for so long because that’s what the inspectors want. But, the sooner the UCC gets information, the sooner you’ll get out of your mask.”

“All-in-all, I think this will give us a good point to self assess,” he said.



Photo by Tech. Sgt. Michael Duhe

(Top) Members of the 403rd Wing arriving at Volk Field were greeted with their first official task of the deployment — filling sandbags. Senior Master Sgt. Lisa Baldelli, NCOIC, 403rd Services Flight, got a little more than her share on the shovel filling six sandbags before she was able to hand it off to the next person.

(Right) Hydrate — Hydrate! Airmen who travelled to Volk Field for training in April got used to the “giant voice” over the public address system calling out this important reminder at least once an hour and then even more frequently as the Mission Oriented Protective Posture Levels increased. Chaplain (Maj.) Ray Thompson, wearing the latest ORI fashions in eyewear and body armor, takes a big swig from his canteen early in the training.



Photo by Maj. Chad Gibson



Photo by Airman 1st Class Lindsay Boggan

“... there’s a perception from the old days that you stay in black ... because that’s what the inspectors want. But, the sooner the UCC gets information, the sooner you’ll get out of your mask,”

Chief Master Sgt.
Ron Holtorf

(Left) Reservists of the 815th Airlift Squadron took time before Volk to catch up on their MOPP familiarization. Donning aircrew ensembles, nearly 20 people processed through a Containment Air Processing System set up outside the squadron. The CAPS is a series of stations used in a chemical environment to minimize the possibility of contamination when Airmen exit a contaminated area and need to remove their MOPP gear. At each station an attendant assists and provides guidance on how to remove the gear. Lt. Col. Brian Freeman prepares to remove his chemical protective mask with help from Senior Airman Johnny Woodland, a loadmaster with the unit.



Photo by Airman 1st Class Tabitha Spinks

First Lt. Fred Sonnier, Capt. John McKee and Maj. Sharon Sims, all of 403rd ASTS, are ready for takeoff aboard a C-5 Galaxy flown by the 433rd Airlift Wing in support of the mission to Volk Field, Wis. during the April UTA. Nearly 350 people from the wing teamed up with the 433rd AW for a week-long training.

Ready, Set, Go: Wing ORI Prep Begins with Volk

By Airman 1st Class Tabitha Spinks
Staff Photojournalist

Nearly 350 Reservists from the 403rd Wing deployed during April UTA to Volk Field, Wis. for a week of Operational Readiness Inspection training.

During out-processing, the troops were given safety briefings and were introduced to Operation Brilliant Thunder, the scenario that will put their skills to the test. They geared up from head to toe in helmets, flack vests and canteens before leaving, and then transported in C-130s and C-5 cargo planes to their destination.

Citizen Airmen of the 403rd spent the last year focusing on Chemical Warfare, Self-Aid Buddy Care and pallet build-up.

"We have been getting briefings and presentations on different topics concerning deployment and a lot of our exercises have been conducted in MOPP 4 gear," said Senior Airman Jeremy Walker from the 403rd Communications Flight.

In the two years Walker has been with the 403rd, he has



Photo by Airman 1st Class Tabitha Spinks

Tech. Sgt. Sarah Hunter processes through the deployment line on her way to Volk Field, Wis. for a week of Operational Readiness training.

never been on a deployment and is anxious to see how the week will play out.

"I don't really have expectations because it will probably be completely different than what I believe it to be," said Walker. "If I go into it with an open mind, I will be able to perform my job better because there will not be any surprises."

For the members who have not been deployed, this is an operation where they can take what they are trained to do and perform it in a simulated war zone, according to Lt. Col. Richard Gay, commander, 403rd Maintenance Squadron. "It is better to fail in a safe environment and learn from mistakes."

Troops will be placed in an area where there is simulated hostility and will have to implement what they have been training so hard for in a tactical scenario.

"This type of training is a great way to test our capability of processing our skills in a real life situation," said Chief Master Sgt. Dale Taylor, chief loadmaster of the 815th Airlift Squadron. Taylor has deployed several times and is accustomed to this type of exercise.

During Operation Brilliant Thunder, people will learn how to work together in the field. The men and

women who have been deployed in the past can help the ones who are experiencing the field for the first time. They will be able learn what works and does not work Training like this will be sure to keep the unit prepared for a real deployment.

"The lessons learned at UTA weekends will be applied to the ORE and will be ready to execute for Operational Readiness Inspection in December," said Colonel Gay.



Photo by Airman 1st Class Tabitha Spinks

Master Sgt. Alan Bourgeois, 403rd Maintenance Squadron, wears his flack vest and Kevlar helmet through the pre-deployment process and onto transportation to Volk Field. Airmen from the 403rd Wing and 433rd Airlift Wing spent a week in Wisconsin training on the Ability to Survive and Operate procedures.

Save Your Buddy, Save Yourself

By Tech. Sgt. Michael Duhe
Senior Staff Writer

Blood is like a parachute - if it's not there when you need it, you'll probably never need it again.

The same could be said of Self-Aid and Buddy Care knowledge in a combat zone. Not knowing what to do could mean life or death for you or a buddy.

Each UTA, Airmen from the 403rd Wing undergo SABC training that covers various types of injuries and illnesses that could occur in a combat zone and how to treat them.

"You may go through years and years taking this course, and never have to use it," said class instructor, Master Sgt. Kevy Green, who is also a crew chief with the 403rd Maintenance Squadron. "But with all that's been going on in the Middle East and the severe injuries we're seeing, this is important to know."

In March, Sergeant Green and fellow instructor, Tech. Sgt. Jason Boudreaux, a structural technician with the 403rd Fabrication Flight, taught a class of approximately 35 trainees. In the first half of the class, trainees watched a graphic video that focused on five areas of SABC:

- types of bleeding and control
- types of dressings and bandages
- fractures and applying splints
- treatment for shock
- chemical agents

Following the video, the class participated in hands-on training. Three members of the class volunteered to play the part of victims suffering various traumatic injuries.

Tech. Sgt. Yolanda Foster's simulated injury was a fractured arm. Sergeant Foster, a member of the 403rd Communications Flight, sat up on a table as Tech. Sgt. Lester Payne of the 403rd Maintenance Squadron carefully applied bandages and a splint. Other members of the class looked on and discussed what had been covered in the video.

On a second table, Maj. Ty Piercefield, a pilot with the 53rd Weather Reconnaissance Squadron, lay face up with a simulated open leg fracture to his left leg. Senior Airman Jennifer Thornton of the 403rd Services Flight practiced her skill at applying two splints on each side of the major's leg in order to immobilize the injured limb. Sergeant Green quizzed those gathered around the table as to which methods of evacuating wounded should not be used for a severe leg fracture.

The third victim, Maj. Mark Suckow, of the 815th Airlift Squadron, was treated for a simulated head wound. Lt. Col. Mark Carter, chief of Current Operations, and Lt. Col. Don Brinson, of the 403rd Operations Support Group, rendered first aid by applying bandages and direct pressure.

During the final portion of the class, Sergeant Boudreaux demonstrated new equipment found in SABC kits. One item was a flexible splint that's wider and stronger than a rigid wooden splint; another was a tourniquet with clips, Velcro and built-in "sticks" that are twisted to stem bleeding.

"You can almost put it on by yourself," said Sergeant Boudreaux as he wrapped and secured the tourniquet around Sergeant Green's arm.

The kit also included a clear nasal tube used to help a victim who is having trouble breathing and packets of powder that helps stop bleeding.

"I've taken this class before, but it's always a good refresher," said Tech. Sgt. Ryan Labadens, 403rd Wing historian. "It's important to be up-to-date, with contingencies coming up and real-world situations here and around the world. It was also interesting to see the new things they're coming out with in SABC kits. I thought Sergeant Green and Sergeant Boudreaux did a nice job demonstrating."

"Now, more than ever, SABC should be stressed," Sergeant Green told the class, noting the number of amputees inevitably returning from combat. "You might help save someone's limb, or even their life."

"Now, more than ever, SABC should be stressed. You might help save someone's limb, or even their life,"

*Master Sgt.
Kevy Green*



Maj. Ty Piercefield, a pilot with the 53rd Weather Reconnaissance Squadron, volunteered to serve as a "patient" during Self-Aid and Buddy Care class for people from the 403rd Wing. The major's "injury" was an open leg fracture which required students to apply a splint to immobilize the limb.



(Above) Master Sgt. Kevy Green demonstrates the application of a tourniquet on the arm of fellow Self-Aid and Buddy Care instructor, Tech. Sgt. Jason Boudreaux.



(Right) Tech. Sgt. Yolanda Foster, a member of the 403rd Communications Flight, simulates a fractured arm injury while Tech. Sgt. Lester Payne, of the 403rd Maintenance Squadron, carefully applies bandages and a splint.



Reservists scheduled for Self-Aid and Buddy Care are learning new first aid techniques and practicing with the latest technology, including a new splint designed for ease of use. It includes Velcro to eliminate repeated wrapping and tying.

Photo by Tech. Sgt. James B. Pritchett

A 403rd Wing C-130J trails another aircraft in formation over the Mississippi Gulf Coast.

Aircraft 5300, known as the "Spirit of Biloxi" flies over Interstate 10 at the Pascagoula River Bridge.

Photo by Tech. Sgt. James B. Pritchett

Birds of a Feather: Flying the J-model in Formation

By Maj. Chad Gibson
Chief, Public Affairs

If flying the most technologically advanced C-130 in the world sounds complicated, consider flying four or five of them 500 feet apart.

Formation flying looks easy from the ground, but it is much more complicated. Imagine yourself driving your car down the highway staying consistently within five feet of three cars around you, maintaining a specific speed, adjusting the radio, having passengers talking to you, having the car talk to you and making numerous turns along the road. It would be a great challenge.

Aviators of the 815th Airlift Squadron "Flying Jennies" face the challenges of formation flying daily.

Some of these challenges are not only maintaining a situational awareness while flying wingtip-to-wingtip, but also

weather, night-flying, mountainous terrain and low-altitude flying. While training and competence are key elements of success, the J-model does its part by making the flight easier and safer.

The C-130J aircraft enhances formation flying tremendously. It enables aircrews to fly more efficiently, especially in adverse conditions. The Heads-Up Display allows pilots to view essential flight information which is constantly changing while never taking their eyes away from the outside environment.

"The HUD provides us with dynamically changing information regarding formation position, navigation status, on-time status and airdrop parameters, all without looking down into the cockpit," said Lt. Col. Brian Freeman, director

of operations for the Flying Jennies.

In addition to the HUD, the J-model is also capable of flying 'fully automated' in adverse conditions. By synchronizing the aircraft's auto pilot and auto-throttle systems, aircraft in a for-

mation can maintain a selected position safely and efficiently; something previous versions of the C-130 cannot accomplish, said Maj. Keith Gibson, a formation-qualified pilot and member of the 403rd Operations Group

Standards and Evaluations Office.

Comparing again to driving a car, imagine all the car's dashboard information being visible through the windshield and having the ability to set the car on 'auto-drive,' making distances



Aircraft from both 403rd Wing flying squadrons fly in formation over the Mississippi Coast Coliseum. In the lead is a WC-130J Hurricane Hunter aircraft flown by the 53rd Weather Reconnaissance Squadron. Trailing is a C-130J-30 Flying Jenny flown by the 815th Airlift Squadron.

Photo by Tech. Sgt. James B. Pritchett

from other cars, speeds, and turns automatically with your experienced supervision.

The efficiency of the J-model has affected the aircrew composition as well, because it no longer requires a navigator (except for weather reconnaissance missions) or a flight engineer.

“With a much smaller crew it is imperative for each member of the

crew to be proficient at their jobs. Pilots flying must focus their attention on terrain/threat avoidance/time control, while co-pilots not flying focus on the accuracy of the computer systems, radios, etc. For these reasons, professional competence is at the forefront of what we do,” said Major Gibson. “The key to success is training and a great amount of preflight planning.”

Formation qualification requires

much more training than Undergraduate Pilot Training provides. Pilots must complete an additional six-month course at Little Rock Air Force Base, Ark. to qualify. Even though both of these schools are strenuous, there is still a lot to learn.

“It takes years to season a pilot to lead large formations into a combat environment. This comes with experience, and formal follow-on training

that we conduct locally,” said Maj. Gibson.

This follow-on training never stops and is the source for continual improvement.

“Getting qualified is only the first step; all pilots are required to fly a minimum number of sorties utilizing different types of formation flying every six months, ensuring that each pilot remains proficient in all phases of for-

mation operations,” said Colonel Freeman.

The Flying Jennies have plenty of opportunities to fine-tune that experience, since their tactical airlift mission is in high demand in the Global War on Terrorism. The critical mission of the squadron requires all their pilots to maintain formation qualifications.

“Although we support many services and organizations, our main customer

is still the U.S. Army which requires mass drops of paratroopers and support equipment over the target area or drop zone,” said Major Gibson.

For as long as there is a need to put “boots on the ground” and to provide supplies to those troops, the C-130J and the Flying Jennies will meet the challenges of formation flying. These “birds of a feather” will be “flying together” for many years to come.



Aerial Porters Prep Big Drops

Story and Photos By Tech. Sgt. Steve Martin
UPAR, 41st Aerial Port Squadron

CHARLESTON AIR FORCE BASE, S.C.—A total force team of aerial porters/riggers from the active duty, Air Force Reserve and Air National Guard teamed up to support an Air Force Recruiting video featuring the air drop capabilities of C-17 aircrews.

Before any equipment can be loaded on the aircraft, riggers secure it to pallets, weigh and measure everything to make sure it can be loaded properly on the aircraft. In addition, the riggers pack the massive parachutes that allow the pallets to float to the ground.

It can take up to 50 man hours to get everything prepared for a drop of this type.

After the drop it took the riggers more than two hours to recover the parachutes and equipment and prepare it for ground transport back to the base.

Once they return, riggers unpack and hang the parachutes in a drying tower for 24 hours before it can be rerigged.

(Top) A C-17 loaded with heavy equipment flies into a drop zone as Airman Rick Maines looks on. The 437th Aerial Delivery Flight recovered the equipment dropped during filming of an Air Force Recruiting video.

(Right) Riggers Senior Airman Joshua Inman, Senior Airman Glen Francis and Staff Sgt. Baron Myers field pack a G-11 parachute into its deployment bag after the drop.



Two G-12 parachutes, each 64 feet in diameter, fill with air after two Container Delivery System pallets landed in the drop zone. It's rare to see two parachutes open like this on the drop zone at the same time, according to photographer Tech. Sgt. Steve Martin, of the 41st Aerial Port Squadron, who was deployed to Charleston AFB, S.C. in support of Operation Iraqi Freedom. "In 19 years I have never seen two chutes open like this at the same time. Only once have I seen it in an Airman Magazine." Martin has been with the 403rd Wing since March 1, 1988.



A howitzer is loaded onto a flatbed trailer for transport back to Charleston Air Force Base, N.C. This piece of equipment was one that was dropped from a C-17 to demonstrate the air drop capabilities of the aircraft. When the pallet is dropped two G-11 parachutes packed by aerial porters/riggers deploy to allow the equipment to settle safely on the ground. The tandem parachutes open to 120 feet in diameter each. See the video at www.dosomethingamazing.com



Like a T-Rex, an excavator waits poised to chomp into Hangar 5. The old building was torn down to make way for a state-of-the-art maintenance facility scheduled for ground-breaking in June.

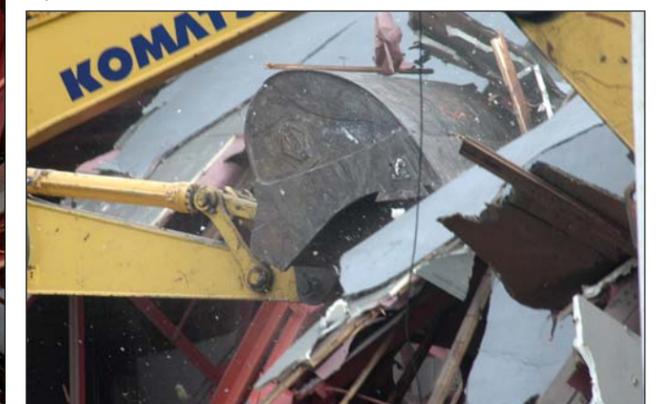


History Comes Crashing Down

Photos By Airman 1st Class Tabitha Spinks
Staff Photojournalist

(Top) Sparks fly as workmen from Whitesell Green Inc. General Contractors use torches to break down large girders that made up the roof of Hangar 5. The historic building was demolished beginning in April. (Left) Excavators using a thumb to bite into solid pieces of the hangar. Tearing the building down was quick compared to the cleanup of the site which is still ongoing.

(Below) Once the headquarters for the 403rd Wing, Hangar 5 was condemned after damages caused by Katrina. It was removed in preparation for construction of a new Consolidated Aircraft Maintenance Facility. "Though this building has been around for a long time and has a lot of memories, the new facility will be more efficient," said Ronnie White, a supervisor for Whitesell Green.





Master Sgt. Sheila Hoglan, performs pre-flight checks on electronic medical gear.



Tech. Sgt. Lisa Perales, aerospace medical technician, and Master Sgt. John Clauss, NCOIC, medical operations, 433rd Aeromedical Evacuation Squadron, coil and load several electrical cords and connectors into a container before a training flight.

Aeromedical Evacuators Find J-model Improves Patient Care

Story and Photos By Tech. Sgt. James B. Pritchett
Editor, Gulf Wing

LACKLAND AIR FORCE BASE, Texas – Aeromedical Evacuation Teams provide a lifeline to critical care for sick and injured troops in the Southwest Asia Area of Operations as well as contingencies and humanitarian efforts around the world.

These dedicated medical professionals, with the ability to turn any cargo aircraft in the Air Force inventory into an air ambulance, fly into the remotest

of places to answer the most urgent calls for medical care while transporting patients hundreds or thousands of miles to a brick and mortar hospital.

Any advantage these teams can find that helps them improve the level of care they provide to their patients is something they add to their toolbox and share with other aeroevac teams. During an exercise in March, Citizen Airmen from the 433rd Aeromedical Evacuation Squadron, of the 433rd

Airlift Wing here teamed with a Reserve C-130J crew from the 403rd Wing at Keesler AFB, Miss. The Air Force's newest airlifter earns high marks for this kind of mission, according to veteran team members.

"Flying on the C-130J is much different than flying the older model Hercules," said Maj. Michael Rice, flight nurse, 433rd AES. "From a patient-care perspective it is far superior to the legacy aircraft. It allows us to

provide better care and helps to minimize some of the stresses of flight.”

Flown by the 53rd Weather Reconnaissance Squadron, the WC-130J used by the 433rd for this mission, is the standard-sized version of the J-model, which is equipped with two pallets of weather recon gear when performing its normal mission of hurricane and tropical storm surveillance.

The weather pallets are the only additions to the aircraft for the storm mission as the C-130 is well suited for flying in adverse conditions. This is one reason it is also a favorite of AE teams.

AES crews consist of five people, two nurses and three medical technicians. An aeromedical evacuation team usually consists of a medical crew director, a flight nurse, a charge medical technician and two aeromedical evacuation technicians.

Before heading out to the aircraft the team gathered at a small warehouse where all their equipment is stored and maintained. As with any flight, they preformed vital preflight checks on their equipment. Each person following checklists of tasks to complete to ensure each item is operational.

Quickly and with a purpose the team worked together, testing and loading hundreds of pounds of equipment.

Master Sgt. John Clauss, NCOIC, medical operations, helped Tech. Sgt. Lisa Perales, aerospace medical technician, coil and load several long electrical cords and connectors into

a container while Tech. Sgt. Mark Juarez, chief aeromedical evacuation technician, checked and calibrated a multipurpose machine which serves as a defibrillator and can also perform electrocardiograms. Using electronic leads attached to a patient's chest electrocardiograms are used to monitor cardiac activity. The defibrillator is used in conjunction with the electrocardiogram, which the crew uses to diagnose a cardiac condition. The caregiver will then decide what charge (voltage) to use, based on prior knowledge and experience, and will deliver the shock through paddles or pads on the patient's chest.

Together they load all the gear onto trucks and transport it to the flightline.

Teams bring along everything they will need in the air including oxygen tanks, sophisticated monitoring equipment and on this trip their “patients.” For purposes of the exercise, the team used life-sized, and lifelike medical mannequins, to practice their skills.

Once they moved their equipment onboard and setup the stantions used to hold the litters, the team was ready to bring their charges into the aircraft.

The J-model offers AE teams a unique advantage in the field; while conducting an engines-running onload or offload, aircrew have the ability to put the engines into a state called “hotel mode” which greatly decreases the amount of debris generated by the props. Other improvements in the J-model allow the aircraft to climb higher and faster improving efficiency of the engines and allowing a longer range.

“We love the J-model,” said Tech. Sgt. Mary Killingsworth, chief aeromedical evacuation technician.

“It's much quieter than the older C-130s and the cargo area is much easier to set up. The “stretch” J-models [C-130J-30] are even better because of the extra space

and the additional stantion in the back.”

Cargo handling in the new C-130 is another area that gained improved equipment in the latest version of the venerable airlifter. The standard J-model can support 74 litters while the C-130J-30 can support up to 97. Pallet loading improvements include reversible floor panels with the rollers built in and configuration of the area for multiple mission types led engineers to come up with ways to reduce the amount of hardware stowed on the sides of the fuselage or secured to the floor.

“With the C-130J, we can load up our equipment, load up our patients and get into the air a lot more quickly than in the past,” said Maj. Gerry Martinez, flight nurse.

“Besides the ability to quickly configure the cargo area and load up litters, we can transport a greater number of ambulatory patients,” noted Major Rice.

Major Rice, who has been flying since the C-130B was still in the inventory, said patient care is what is most important. His team is focused on making sure sick and injured troops have the best possible care while enroute from one treatment center to the next.

“There are five stresses of flight,” he said, “and the J-model makes improvements in at least four of those. Noise, vibration, humidity and temperature can all contribute to a patient's condition in flight. The C-130J has proven much better at reducing the negative impacts of these factors.”

Tech. Sgt. Lisa Perales fills containers with Liquid Oxygen called LOX from a port on a WC-130J aircraft.



Tech. Sgt. Mark Juarez and Maj. Gerry Martinez load litters onto a truck for transport to a WC-130J flown by the 53rd Weather Reconnaissance Squadron.



(Above) Tech. Sgt. Mark Juarez, 433rd Aeromedical Evacuation Squadron, (foreground) gets assistance from Chief Master Sgt. Robert Lee, weather reconnaissance loadmaster, of the Hurricane Hunters, in accessing connections on a WC-130J. In addition to flying into hurricanes and other tropical weather, Lee and the 53rd Weather Reconnaissance Squadron also fly airlift missions such as transporting vehicles and equipment, as well as supporting training and real-world aeromedical missions.



(Left) Maj. Ronald Deregla, a flight nurse with the 433rd AES, climbs a stantion to loosen straps used to secure litters on the C-130J. This standard sized aircraft can accommodate 74 patients on litters while the C-130J-30 "stretched" version can be configured for up to 97.



Maj. Jon Bridges, aircraft commander (left), 53rd WRS, discusses the training scenario with Lt. Col. Jodie Matejcek, officer in charge, 433rd AES before takeoff during an aeromedical evacuation mission.



MOBILE, Ala. -- Brig. Gen. Rich Moss, commander, 403rd Wing, throws out the first pitch at the opening night baseball game for the minor league Mobile Bay Bears at Hank Aaron Stadium. The inaugural Air Force Reserve Night at the ballpark included a flyover by a C-130J-30 from the 815th Airlift Squadron 'Flying Jennies' and the national anthem sang by Senior Airman Shanika Boswell of the Chaplain's office. The Mobile Bay Bears are the double-A minor league affiliate for the Arizona Diamondbacks. The Bay Bears went on to defeat the Chattanooga Lookouts by a score of 5 to 4.

Photo by Tech. Sgt. James B. Pritchett

DOD implements Anthrax Vaccine Program

WASHINGTON—The Anthrax Vaccine Immunization Program, or AVIP, mandates Airmen assigned to high-threat areas receive the Anthrax vaccine, while also providing Airmen the choice to continue anthrax vaccines if they are not assigned to a designated high-threat area.

The Department of Defense issued a new policy memo Oct. 12 requiring the DOD begin mandatory anthrax vaccinations for individuals in selected high-threat areas or special mission units.

Headquarters Air Force sent out an implementation message Feb. 16 to major commands, directing them to implement the AVIP, in accordance with current DOD and Air Force guidance, said Lt. Col. Todd Shull, Air Force Counter-Biological Warfare Division chief.

This implementation is in the initial stages and the Air Force has established a four-week timeframe, upon unit notification, for units to begin giving the Anthrax vaccine to Airmen meeting the mandatory guidelines, he said.

The mandatory anthrax vaccinations are limited to Airmen who have orders to or are (currently) in specific high-threat areas - primarily the CENTCOM AOR or Korean Peninsula, Colonel Shull said.

In order to be subject to the mandatory anthrax vaccination you must remain in (these areas) for 15 or more consecutive days, the colonel said.



Air Force News Service

'E-Mail' for Life Initiative Underway

E-Mail for Life, or E4L, is a new program that will consolidate the service's multiple e-mail systems and provide senior leaders the capability to e-mail every Air Force member directly. The new E4L addresses will not be base specific but will have the extension of @us.af.mil. This means that every Air Force user -- active-duty, Guard, Reserve, civilian or contractor -- will keep that address for as long as they're associated with the Air Force.

While this new address will be active when they receive the notification e-mail, it will not affect their current e-mail address, and in fact, any items sent to the E4L address will automatically be forwarded to the current address. Also, the E4L address will not show up on the Global Access List until mid-summer when the initiative reaches full capability.

Air Force News

Web Link:

<http://www.af.mil/news/story.asp?id=123046048>

ESGR Launches New Service, Reservists Get Help Online

ARLINGTON, Va.—Members of the National Guard and Reserve can now request assistance online from Employer Support of the Guard and Reserve ombudsmen for employment issues arising from military service or mobilization.

The Uniformed Services Employment and Reemployment Rights Act is the federal law that protects the employment of military reservists and prohibits employment discrimination on the basis of military service.

Guardsmen and Reservists can visit the ESGR website at www.esgr.mil and select the link, "USERRA Complaint Request" on the right side of the page.

The service member is asked to provide contact information for him or herself and his or her employer, as well as an explanation of the issue. Information is stored on a secure server and ESGR assigns the request to an ombudsman for informal mediation. Guardsmen and Reservists are still able to use ESGR's customer service center at 1-800-336-4590 to initiate a request.

In response to complaint requests, an ESGR ombudsman will contact the service member within 48 hours. If the ESGR ombudsman is unable to resolve the issue within 14 days, the Guardsman or Reservist is referred to the U.S. Department of Labor, the federal agency with statutory authority for enforcing USERRA.

Employer Support of the Guard and Reserve



Avoid Injury: Lift Properly

According to Page 36 of the Airman's Manual: Lifting and Carrying Safety: Before you begin, remove all jewelry, wear work gloves, steel-toed boots, and use proper lifting and handling techniques. Use two or more people to lift heavy and bulky objects and use a forklift to position very heavy items. Lifting Techniques: 1. Position your feet. 2. Crouch close to the load. 3. Lift materials with a full palm grip 4. Keep back as straight as possible and start movement. Lift with your legs, not your back.

403rd Wing Safety

You Can Do It

Volk Exercise Reveals Areas of Concentration for ORI

By Brig. Gen. Richard R. Moss
Commander, 403rd Wing

There were temperatures in the mid 50s, light breeze, and sunny skies – the perfect weather for a spring vacation in beautiful Wisconsin.

However, for 800 members of the 801st Air Expeditionary Wing (combination of the 403rd and the 433rd from Lackland), it was no vacation.

Exercises began with two days of classroom training on wartime skills - everything from command and control to shelter management, self-aid and buddy care to explosive ordinance recognition, security force augmentation as well as other classes dealing with the ability to survive and operate in a combat environment.

When not in a classroom setting, personnel got the opportunity to use that training to set up their control centers, fortify facilities, and build bunkers as they prepared for what was to come.

For the next two days, everyone got the joy of practicing those skills in a two-day exercise simulation where missiles flew, ground aggressors attacked, and bombs exploded.

Reservists became very accustomed to wearing their body armor, helmet, chemical protection suit and everyone's favorite item, the gas mask, as the base reacted to the simulated attacks and went back and forth from Alarm Green to Alarm Red, from MOPP 2 to MOPP 4.

Overall, it was a very successful exercise. The exercise provided the opportunity for these two wings to work together for the first time, integrate the command and control functions and for Reservists to practice the skills required to survive and operate in a chemical war-time environment.



Brig. Gen. Rich Moss

Our Citizen Airmen had the right attitude – "let's get things done."

People responded to the simulated attacks with the right sense of urgency. One of the most important aspects of the exercise was the wake-up call provided to both Wings that we have some work to do prior to our combined Operational Readiness Inspection in December.

One of the first things we need to work on is to refine and improve our mobility/deployment process. This is something we will need to work closely with the 81st Training Wing since they actually own the deployment process.

We, however, need to ensure our Reservists are properly prepared to go through the processing line without any discrepancies and our cargo is correctly palletized, properly documented, and delivered on time to the cargo processing area.

We need to work on improving our communication processes throughout the command and control function. We need to improve the flow of infor-

mation – both up and down the chain of command.

The key functions in getting this done are the Reservists who man the Unit Control Centers. If things happen in their area, they need to flow that information upward in a timely manner so proper command decisions can be made.

They also are the key to ensure timely dissemination to Airmen on Alarm conditions, FPCON and MOPP levels and all other command directives.

We need additional training and practice for all personnel on proper wear of the chemical defense ensembles, wear of the mask, self-aid and buddy care, explosive ordinance recognition, and the proper reaction to Alarm signals, FPCON changes, and MOPP levels.

None of our processes are broken. Perhaps the best way to put it is that "we are rusty." We have not done a good job at practicing those skills necessary to survive and operate in a wartime environment.

During the upcoming UTAs everyone will get more practice in all of these areas as we conduct different exercises to fine tune and refine our processes.

In September, we will deploy and conduct an Operational Readiness Exercise as a final tune-up in preparation for the ORI in December.

We have some challenges to face, but there is nothing we cannot overcome if we work together as a team with our partners from the 433rd.

The real key to success will be YOU – your positive attitude, your determination to do your job and your desire to excel.

We will prove to all that we are ready, able to perform our wartime tasks and are the best wing in the command.

Let's do it!!!



Photo By Master Sgt. Randy Bynon, 53rd Weather Reconnaissance Squadron

Cold Storage

ELMENDORF AIR FORCE BASE, Alaska -- While deployed in support of the National Weather Service in February, flightline personnel ensured aircraft were prepared to fly winter storm missions by de-icing them. The 53rd Weather Reconnaissance Squadron "Hurricane Hunters" collect data ahead of winter storms to improve the accuracy of forecast models by 10 percent. In addition to Pacific storms, the squadron flies winter storms along the eastern seaboard, sometimes called nor'easters, which often form during the months of December to the end of April.



**Help a
Friend
Find a
Secure
Future
with the
Air Force Reserve**

www.afreserve.com • 800-257-1212



AIR FORCE RESERVE

GET **1** NOW

403 WG Public Affairs
701 Fisher Street Rm 121
Keesler AFB MS 39534-2752

To The Family Of: