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Connecting Team McChord with the Combat Airlift Mission

December 12, 2008

INSIDE

New AMC Mission Statement, Focus Areas,
Page 2

Operation Deep Freeze,
Pages 10-11

Five Star Fitness,
Page 12

McChord prepares for NSI

By
Tyler Hemstreet
Staff writer

McChord is preparing to welcome members from the Air Mobility Command Inspector General team, Defense Threat Reduction Agency, and Air Force Inspection Agency arriving Jan. 7 to conduct the 62nd Airlift Wing's Nuclear Surety Inspection.

The teams focus on four major graded areas throughout the inspection: Nuclear Surety Program Management and Administration, the Personnel Reliability Program, Tools, Test, Tiedown and Handling Equipment, and Logistics Movement, said Tom Thompson, 62nd Airlift Wing safety nuclear surety manager.

The Nuclear Surety Program Management and Administration looks at wing leadership and the safety office involvement in the program. The PRP area focuses on the 62nd Medical Squadron, the 4th Airlift Squadron and the 62nd Force Support Squadron. The Tools, Test, Tiedown Handling Equipment focus examines tiedown devices and chains — maintained by the 62nd Aerial Port Squadron — and the Logistics Movement area looks at the 4th Airlift Squadron's ability to conduct Prime Nuclear Airlift Force missions, the 62nd Maintenance Group's role in selecting and preparing C-17's Globemaster IIIs for that

mission, and the command post's role in monitoring mission movements, Mr. Thompson said.

Each area receives a separate grade contributing to the wing's overall grade of Satisfactory or Unsatisfactory, he said.

"We've done very well in the past and we expect to do well on this inspection in all four areas," Mr. Thompson said. "As the only PNAF unit in the Air Force, the wing takes great pride in how well we do this mission."

Despite the increased scrutiny toward all nuclear programs, Mr. Thompson said the high standard here hasn't changed.

"This won't change what we do," he said. "We're always looking at our processes. In the last 11 years — except for the aircraft change from the C-141 Hercules to the C-17 Globemaster III used to execute missions — what we do here hasn't changed, and our focus has remained intense."

The wing's Nuclear Surety Program has won an AMC and Air Force Safety Award nine of the last ten years.

The PNAF mission is kept in a constant state of high readiness, as shown most recently by the results of the 2007 limited-notice, multiple-agency NSI, said Maj. Jeffrey Meyers, chief of PNAF operations for the 4th Airlift Squadron.

See NSI, Page 7



Photo by Abner Guzman

All that holiday jazz

The Band of the Golden West from Travis Air Force Base, Calif., performs Thursday at the base exchange. It's the only active duty Air Force band west of the Rockies. The Band of the Golden West is comprised of 47 talented and versatile Airmen-musicians. In addition to performing for civilian communities throughout California, Washington, Oregon, Idaho and Nevada, the band supports 10 Air Force Bases, five Air Force Reserve Wings, and five recruiting squadrons in more than 500 annual performances for 1.5 million listeners.

As winter approaches, driving safety moves to forefront

By
Tyler Hemstreet
Staff writer

With snow in the forecast for next week, Team McChord leaders are advising Airmen to conduct a few simple checks on their vehicles and keep some safety tips in mind to ensure they are prepared to navigate snowy or icy roads.

Winter conditions — wet, cold and icy weather — present the greatest challenge to each vehicle's operating efficiency, according to the American Automobile Association.

Ensuring the car tires are properly inflated and in good condition is key to maintaining the best traction in the snow, according to AAA. During

extreme snow and ice driving conditions, tire chains can provide the best traction. When chains are necessary, they should be on all four tires.

When it comes to visibility, Airmen need to take the time to fully scrape the windshield before departing, said Ken Heath, 62nd Airlift Wing chief of ground safety.

"Also, wiper blades that streak the windshield should be replaced," Mr. Heath said. "To prevent damage to the blades or the wiper motor, Airmen should also make sure the wipers are free of ice and snow and turned off before starting the engine."

The washer reservoir bottle should also be filled with an antifreeze washer solvent.

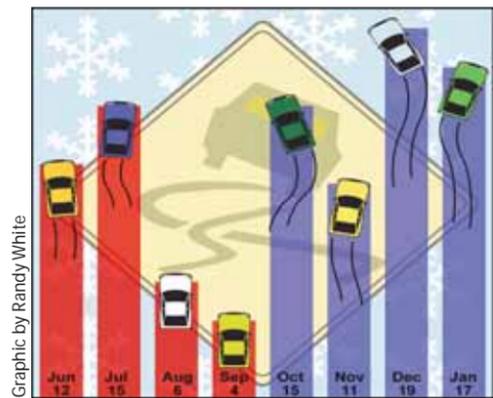
AAA also recommends preparing a winter car kit which includes a snow

brush with a scraper, a flashlight with batteries, a blanket, mittens and a hat, a small shovel, a sack of sand or kitty litter, jumper cables, hazard flares and windshield washer fluid.

When it comes to navigating winter roads, maintaining the same schedule may require adding more time to the commute, Mr. Heath said.

"One of the most common things we see is people following too closely for what the conditions allow oftentimes because they are in a hurry," he said. "People just need to allow more time to get to work because everyone on the road is going to be driving slower."

Normal following distances for dry pavement (three to four seconds) should be increased to eight to 10 seconds when driving on icy, slippery surfaces, according to AAA.



Graphic by Randy White

The number of winter automobile accidents on base from Oct. 2007 to Jan. 2008 was significantly higher than a similar four-month stretch in the summer from June to Sept. 2008.

Weekend Weather

FRIDAY	SATURDAY	SUNDAY
Hi: 43 Low: 34	Hi: 38 Low: 26	Hi: 34 Low: 19

Forecast generated at 7 a.m. Thursday
Courtesy of the 62nd Operations Support Squadron

Countdown to success

Nuclear Surety Inspection	27	days
Rodeo	220	days
Operational Readiness Inspection	318	days

Don't miss it ...

Weather advisories

Call 982-TALK for winter weather advisories.

AMC unveils new mission statement, focus areas

By
Gen. Arthur J. Lichte
Air Mobility Command
commander

SCOTT AIR FORCE BASE, Ill. — This past June, I issued a call for all AMC personnel to “return to basics,” and I thank you for the renewed attention you’ve given to our core values and our mobility mission while restoring the Air Force’s good name with your daily, outstanding

mission accomplishment. Today, we build on that focus. As you may know, the Air Force recently refined and expanded its focus areas, adding two to cover the nuclear enterprise and our acquisition efforts. Our command’s new mission statement - Provide global air mobility ... right effects, right place, right time - now more closely aligns with the Air Force’s new mission statement - To fly, fight and win ... in air, space and cyberspace - and better

illustrates the effects of the wide range of AMC missions. The fact is, the AMC mission often produces intangible deliverables that weren’t captured in the command’s previous mission statement. The headquarters staff, AMC commanders and I have worked closely to refine the AMC focus to directly support the Air Force. AMC’s new five focus areas, all to be treated equally in value, are:
• Win Today’s Fight as Part of the Joint/Coalition Force

- Develop and Care for our Airmen and Families
 - Enhance Nuclear Mission Support
 - Optimize Mobility Partnerships
 - Prepare Mobility Forces for the Future
- It is very important that you understand how you and your unit’s mission support the AMC and Air Force priorities. Each of you and your units are vital to Air Mobility

See LICHT, Page 13

Each Airman plays essential role in successful NSI

By
Lt. Col. Alesia Quiton
62nd Airlift Maintenance Squadron
commander

If you look at the front page of this paper, you’ll see a countdown to three events important to the wing: the Nuclear Surety Inspection, Rodeo and the Operational Readiness Inspection. The closest — and most important event — is the NSI. Though you might not know it, whether you have a direct role in our nuclear airlift mission, or are learning of this mission for the first time, you will play a key role in a successful outcome for the wing. It is easy to see how people directly involved in the NSI mission — 62nd Force Support Squadron and 62nd Medical Squadron Personnel Reliability Program managers, aircrew members, maintainers, etc. — can make or break the inspection. There are specific pro-

cedures they must comply with, and if someone doesn’t follow those procedures, it results in a failed evaluation or an unsatisfactory grade for the overall inspection. Those directly involved have spent countless hours reviewing and practicing procedures so they’re ready when the time comes, and have a real sense of contributing to the inspection outcome. It’s not as easy to feel you have an impact if you’re not directly involved in the mission, but you too, have a significant role as wingmen. If you’re a maintainer, ensure your fellow maintainers don’t step off the truck without the proper technical orders, protective equipment and tools to get the job done right. If you’re an aircrew member, verify that everyone is properly displaying their line badge when in the restricted area. If you’re in the medical or support squadron, when you come across someone in the PRP program, take the extra time to ensure paperwork is filled out accurately, completely and correctly so it doesn’t have to be re-done later.

For those who feel far removed from the mission, your role is critical as well. The inspection team forms an impression of how Team McChord operates from the moment they set foot on the base. Are they greeted with courteous and friendly customer service by 62nd Aerial Port Squadron personnel? Did lodging provide clean rooms and a friendly atmosphere? Do base personnel extend proper customs and courtesies, and adhere to basic standards of dress and appearance? Make no mistake about it. Your actions, whether you realize it or not, make an impression good or bad with the inspectors — and that’s before they ever talk to someone directly involved in the mission. With the NSI just 27 days away, I encourage you to think about how you contribute every day from now until Jan 7. Ensure that you not only meet the minimum standards, whether in dress and appearance or your actions, but exceed them and encourage others to follow suit. Be a good wingman by enforcing standards and help ensure the wing’s success.

The Sharp Airman ...

Knows AMC’s new five focus areas and can effectively brief these to a wingman:

- Win Today’s Fight as Part of the Joint/Coalition Force

- Develop and Care for our Airmen and Families
- Enhance Nuclear Mission Support
- Optimize Mobility Partnerships
- Prepare Mobility Forces for the Future

Professionals of the week

62nd Airlift Maintenance Squadron

Airman 1st Class Ryan Dixon

Duty title:
Aerospace propulsion journeyman

Duty section:
Blue aircraft maintenance unit

Hometown:
Tacoma, Wash.

Why he’s tops:

Airman Dixon is a vital member of the C-17 aircraft maintenance team. He is responsible for troubleshooting and repairing the engines on McChord’s fleet of C-17s. Through his efforts, he ensures the success of medevac and humanitarian missions around the world. He has helped the Air Force become more environmentally friendly by preparing aircraft engines for consumption of the Fischer-Tropsch synthetic fuel blend. He is aggressively pursuing a Community College of the Air Force degree in Propulsion Systems Technology.



Tech. Sgt. Jeremy Baxter

Duty title:
C-17 Globemaster III aerospace maintenance craftsman

Duty section:
Silver aircraft maintenance unit

Hometown:
Federal Way, Wash.

Why he’s super:

Sergeant Baxter is an integral member of Team McChord and is responsible for the launch, recovery and inspection actions on 43 assigned C-17 aircraft valued at \$8.7 billion. Sergeant Baxter has established himself as a model Airman and maintainer and is an outstanding example as he trains new Airmen in safe and effective maintenance practices. His efforts have produced highly qualified Airmen and his strict adherence to technical data led to the wing’s 94 percent departure reliability rate for 4th quarter. Sergeant Baxter also led the financial responsibilities briefing during Wingman Day.



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AMC command chief praises Phoenix Spouse program

By

Tyler Hemstreet
Staff writer

Air Mobility Command officials got an up close and personal look at McChord's flourishing Phoenix Spouse program Wednesday as base leadership and program officials briefed Chief Master Sgt. Joe Barron, AMC command chief, on the success of the program here.

Col. Michael Hornitschek, 62nd Airlift Wing vice commander, along with his wife, Polly, joined Airman and Family Readiness Center officials and a host of squadron commanders and first sergeants to provide the briefing to the visiting chief during a quarterly Phoenix Spouse advisory meeting.

"It's an extremely vital program and our Airmen couldn't do their jobs without it," Chief Barron said. "It not only has a direct effect on their readiness at work, but also at home. We have a great debt of appreciation to the Phoenix Spouses and what they do."

McChord has nearly 85 active volunteer Phoenix Spouses that work with squadron commanders and first sergeants to help Airmen and their families with whatever issues they may face throughout deployments or temporary duty assignments.

"The Phoenix Spouses are an important bridge between leadership and an Airman's family," said Chief Barron, adding that he was very impressed with the support leadership here has provided for the program.

And McChord officials are working with the Air Force and other support agencies to add another level of support for Phoenix Spouses by providing a few hours of free childcare a month for them to utilize while they're volunteering, said Cheryl Vollmer, director of the AFRC.



Photo by Abner Guzman

Chief Master Sgt. Joe Barron, Air Mobility Command's command chief, right, speaks to Airmen Wednesday at the Olympic Dining Facility.

Chief Barron praised all the efforts and collaboration and urged everyone to continue to work to publicize the Phoenix Spouse program and what it offers.

"Our biggest challenge is getting that information out there and getting our Airmen to share it with their families," he said.

The chief also emphasized how much officials at the top levels of leadership value the program.

"It's not a program that is going to go away," Chief Barron said.

Also during his visit, Chief Barron had breakfast with Airmen Wednesday morning at the Olympic Dining Facility and spoke to them about AMC's new Focus Areas.

"The biggest thing I want to stress is how important each Airman is to the mission," he said.

The Focus Areas are about

aligning and better defining AMC's priorities with those of the Air Force, he said. That can mean Airmen providing for the mission by staying at home station or deploying, or responding to a hurricane or natural disaster, Chief Barron said.

"The mission goes beyond just moving cargo," he said. "It's about being there when they need us and responding to the nation's call."



McChord Airmen

AROUND THE WORLD



Photo by Staff Sgt. Eric Burks

ANTARCTICA — Capt. Joe O'Rourke, a pilot with the 7th Airlift Squadron deployed to Operation Deep Freeze, rides in a transport vehicle before a recent mission.



Photo by Staff Sgt. Eric Burks

ANTARCTICA — Maj. Doug Soho, a pilot with the 446th Airlift Squadron, prepares to take off during a recent Operation Deep Freeze mission.



Use care when lighting up holidays

By
Tyler Hemstreet
Staff writer

The holiday tradition of stringing lights on the outside of the house, across the mantle and on the Christmas tree is commonplace in households across the nation.

McChord Fire Department officials are asking Airmen and their families to take note of a few key safety tips when it comes to lighting up the holidays.

Before even stringing up the lights, people should check the lights and any other electrical decorations — including extension cords — for frayed insulation on wires, loose connections and broken sockets, said officials.

They should also ensure all electrical components are labeled “Underwriters Approved.”

“Unlabeled materials, both domestic and foreign, seldom meet safety standards,” said assistant

chief of fire prevention Sandra Cooper, 62nd Civil Engineer Squadron.

People should also be careful when it comes to stringing up lights.

“It’s important to check and make sure to use only outdoor-approved lights for eaves and outdoor decorating and to not overload a circuit or surge protector,” said Chief Cooper.

“People should check the box or tag to see how much amperage a string of lights is going to need and add up the strings,” Chief Cooper said.

One hundred watts equals one amp, and a normal receptacle is good for 15 amps.

“Wires for Christmas lights are usually not intended for more than one to three amps,” she said. “If an electrical cord feels warm or hot, the cord is overloaded or there may be damage to the wires, sockets or appliance.”

When stringing up lights, Chief

Cooper recommends wrapping tape around the cord and leaving a flag of tape to staple.

“Never staple the cord to the wall,” she said.

Chief Cooper said people should also avoid running cords through doorways where they can be pinched, which damages the cord.

As for placing candles throughout the house to add to the holiday ambiance — don’t even think about it, Chief Cooper said.

Candles cause an average of 6,700 home fires every year, with 87 associated fatalities and 587 injuries, according to the National Fire Prevention Association.

The fires also cause nearly \$59 million in property damage, according to the NFPA.



When working with classified information, keep security in mind at all times! Use approved OPSEC, EMSEC, COMPUSEC and Info Protect facilities and equipment only!



From NSI, Page 1

A season of giving

McChord spouse Maria Kimmy removes a name from the McChord first sergeant's Angel Tree display Thursday at the base exchange. The tree contains names of McChord families in need of a little extra holiday assistance. Airmen have the opportunity to select names off the tree and buy a gift for a deserving child until Wednesday.

"We look forward to once again showcasing the wing's No. 1 no-fail mission," Major Meyers said. "We take tremendous pride in our highly-focused program, which is grounded in extensive training, high standards, precise execution and support through leadership commitment at all levels."

The PRP office, a key inspection area, welcomed a staff assistance visit from an inspector from the Navy and nuclear surety office officials this week as part of annual training to make sure all PRP records are in order, said Tech. Sgt. Kevin Tirrel, PRP manager with the 62nd FSS.

"We received outstanding comments on our organization," Sergeant Tirrel said. "The training ensures the 62nd FSS, 62nd Medical Squadron and the 4th AS are in communication and all records mirror each other."

The NSI is scheduled to conclude Jan. 12.

Photo by Abner Guzman



Airmen receive UCMJ actions in November

By

Capt. Lauren Fisher
62nd Airlift Wing Legal Office

The following individuals received non-judicial punishment actions under Article 15 of the Uniform Code of Military Justice here in November.

- An individual from the 361st Recruiting Squadron was charged with one violation of Article 123 – Forgery. The punishment imposed was a suspended reduction to Senior Airman, suspended forfeitures of \$1,067.00, and a reprimand.

- An individual from the 62nd Aircraft Maintenance Squadron was charged with a violation of Article 92 – Dereliction of Duty

(Negligent). The punishment imposed was a suspended reduction to Senior Airman, 21 days of extra duty, forfeitures of \$570.00 for one month, and a reprimand.

- An individual from the 62nd Aerial Port Squadron was charged with a violation of Article 108— Damage to Military Property. The punishment imposed was a suspended reduction to Airman, and a reprimand.

- An individual from the 62nd Communications Squadron was charged with a violation of Article 92 – Dereliction of Duty (Willful). The punishment imposed was a suspended reduction to Airman, 30 days of extra duty, and a reprimand.

- An individual from the 62nd CS was charged with violations of Article 134 – Adultery, and Article

92 – Dereliction of Duty (Willful). The punishment imposed was a reduction to Airman Basic with reduction below Airman suspended, and a reprimand.

- An individual from the 62nd Logistics Readiness Squadron was charged with a violation of Article 112a – Wrongful use of a Controlled Substance (Marijuana). The punishment imposed was reduction to Airman Basic, and 30 days extra duty.

- An individual from the 62nd Maintenance Squadron was charged with a violation of Article 86 – Failure to Go. The punishment imposed was a suspended reduction to Airman, restriction for 21 days, and a reprimand.

- An individual from the 62nd Operations Support Squadron was charged with a violation of Article

120 – Wrongful Sexual Contact. The punishment imposed was a reduction to staff sergeant.

The following are results of a court-martial here in November.

- An individual from the 62nd Force Support Squadron was court-martialed for the following charges with the following result: One charge and two specifications of Article 134 – possession of child pornography and possession of obscenity.

Findings: Guilty as to the first specification. The second specification was dismissed following a defense motion under R.C.M. 917.

Sentence: Member received a Bad Conduct Discharge, four months confinement, and reduction to the grade of Airman basic.

Do you have a story idea? Spread the news in *The NW Airlifter*! Call Public Affairs at 982-5637 or e-mail us at northwestairlifter@mcchord.af.mil



McChord Airmen fuel

OPERATION DEEP FREEZE

STORY AND PHOTOS BY

Staff Sgt. Eric Burks
62nd Airlift Wing Public Affairs

Airmen from the 446th and 62nd Airlift Wings assigned to the 304th Expeditionary Airlift Squadron in support of Operation Deep Freeze completed the first operational C-17 Globemaster III airdrop to the Antarctic Gamburtsev Mountain Province Nov. 26. Thirty bundles of fuel and other supplies were delivered to a scientific camp in the province, one of the most remote locations on earth.

"The success of this mission was a full total force partnership," said Chief Master Sgt. James Masura, deployed from the 446th AW as the 304th EAS superintendent. "We combined experts from the active duty, reserves, civilians, contractors, National Science Foundation and the New Zealand Defense Forces. This small team worked extremely hard to ensure we put the cargo on the surface to ensure completion of this groundbreaking science project."

Capt. Joe O'Rourke, a 7th Airlift Squadron pilot deployed to ODF helped develop the AGAP missions. He said the airdrop is a quick and efficient way to deliver resources to the camp — better than any other platform available.

"Without our delivery of that fuel, these scientists who are trekking out to the AGAP campsite from the South Pole would have had to carry that fuel with them, or a second trip would have been necessary from McMurdo Station over land

carrying literally thousands of gallons of fuel," he said.

In just three hours, the captain said, Airmen delivered what would take days or weeks to accomplish through any other means.

"The C-17 has revolutionized Antarctic logistics and this is another example of how we've leveraged our strategic airlift capability to support the National Science Foundation's tactical requirements," said Lt. Col. Jim McGann, 304th EAS commander. "Airdropping the fuel enables critical global climate research to continue in remote locations. Without it, the project (involving six countries at a cost of more than \$40 million) would fail. And support like this, even in the most hostile environment on the planet, is what Team McChord does best."

The mission was flown as part of Operation Deep Freeze, a U.S. Pacific Command Joint Task Force Support Forces Antarctica mission. Headquartered at Hickam Air Force Base, Hawaii, and led by 13th Air Force, JTF SFA's mission is to provide air- and sealift support to the National Science Foundation and U.S. Antarctic Program.

A total of four airdrops have now delivered supplies to the scientific campsite on the north side of the Gamburtsev province, a chain of mountains the size of the European Alps buried under five kilometers of ice.

Scientists believe the Gamburtsev Mountains are the point of origin of the East Antarctic ice sheet and may be home to some of the oldest ice on the continent, said Capt. O'Rourke.

"They are trying to determine the nature of that ice and also the nature of the geophysical event that caused the uplift of the mountains, whether it was volcanic, tectonic, or otherwise," he said.

The U.S. military's support to ODF began in 1955. Through this program, McChord Airmen provide airlift support in an extremely adverse environment, sometimes landing the C-17 on a six-foot thick ice runway to deliver supplies to the NSF from August through February each season.

During the 2007-2008 season, McChord C-17s flew 57 missions to McMurdo Station, Antarctica, from Christchurch carrying more than 3.1 million pounds of cargo and more than 2,800 passengers. On the return missions from the frozen sea shelf of McMurdo, C-17 aircrews flew more than 850,000 pounds of cargo and 2,700 passengers back to Christchurch.

On Sept. 11, McChord Airmen made the first-ever night vision goggle landing on the Antarctic continent, demonstrating the capability to fly missions there year-round. Five months out of the year, the Antarctic shelf is in complete darkness.



Col. Jeffrey Stephenson, 62nd Airlift Wing commander, prepares to take off from the Pegasus ice runway, Antarctica, to Christchurch, New Zealand, Dec. 4.



Team McChord Airmen and members of the New Zealand Defense Forces secure supplies and inspect a load prior to an airdrop mission to the Antarctic Gamburtsev Mountain Province Dec. 1.



A C-17 Globemaster III sits on the Pegasus ice runway during an ODF mission from Christchurch, New Zealand to Antarctica Dec. 2.



Staff Sgt. Paul Garcia, bottom left, a 446th Airlift Wing loadmaster, ensures cargo is safely loaded prior to the return trip to Christchurch Dec. 2.

Fitness Center program garners Five Star status

By
Tyler Hemstreet
Staff writer

The 62nd Force Support Squadron recently earned Five Star-status for the fourth time in the last five years for its fitness programs here.

The award, which is given by the Air Force Services Agency, provides annual recognition and acknowledgement for bases that have reached the highest standard of achievement in all aspects of program management. The program recognizes excellence in the five areas of operations, programs, training, facilities and customer service.

"Given that the award requirements change from year to year and typically become harder to achieve, it is no small feat to attain this award for three straight years," said Lt. Col. Christopher Lavallee, 62nd FSS commander.

Recent renovations to the locker rooms, which provided more showers and higher-quality lockers, as well as the refinished gymnasium floor played an important role in the center maintaining its Five Star-status, said Bill Johnson, 62nd FSS fitness center director.

"We've got incredible support from leadership in that they recognize that an Airman's ability to stay fit is an integral part in fighting the Global War on Terror," Mr. Johnson said.

Support from leadership also makes it possible for fitness center officials to maintain the current fitness equipment and replace older pieces, he said.

The fitness center staff has also used some innovative thinking to get the best possible use out of its facilities and keep it operating at the five-star status, Mr. Johnson said.

Ideas such as the Family Fitness



Photo by Abner Guzman

Airmen play basketball at the base fitness center. Recent renovations to the fitness center, including resurfacing and painting the gym floor, played a role in the center earning Five Star-status from the Air Force Services Agency.

Rooms are things that keep Airmen coming back to the facility and utilizing what it has to offer, he said.

"(The award) goes to show the great level of effort that the entire fitness center team display day in and day out," Colonel Lavallee said.

Past improvements have included converting some of the extra racquetball courts into rooms that give Airmen more opportunities to use strength equipment machines, while still providing the Air Force-required minimum of four courts. The center

also poured extra effort into added amenities such as an artificial-grass athletic field and an in-line hockey rink, he said.

In 1998, AFSA realized the need for a formal fitness recognition program. As a result of combined efforts from base, major command and agency personnel, the Five Star Fitness Center Recognition Program was established in 2002.

Following the initial success of the program with fitness, libraries established their Five Star recogni-

tion program in 2003, followed by outdoor recreation, aero clubs and bowling in 2004, and golf in 2005.

Other Air Mobility Command bases awarded Five Star Fitness Center status for 2008 were Charleston Air Force Base, S.C.; Dover AFB, Del.; Fairchild AFB, Wash.; Little Rock AFB, Ark.; MacDill AFB, Fla.; McGuire AFB, N.J.; and Travis AFB, Calif.

(Information from an Air Force News article was used in this article.)



From LICHTE, Page 2

Command's mission to Provide Global Air Mobility - The right effect at the right place at the right time.

Our mission goes beyond delivering cargo and fueling aircraft in the air. AMC Airmen provide the full spectrum of mobility operations: from lifesaving care to humanitarian airlift; from air drop to air refueling; from port opening to expeditionary combat support. We also produce the desired effects with pinpoint accuracy while optimizing rapid, agile, precise and dependable mobility resources worldwide in times of peace and war.

Although the mission statement and focus areas are new, they should feel very familiar to mobility Airmen. They were not developed as a new direction for Air Mobility Command, but a sharpening of our focus on what we deliver for mission success. The mission and vision statements and focus areas are reminders for us to maintain our legacy of excellence and to stay focused on the important mission of global air mobility.

Check out next week's Northwest Airlifter for specifics on each focus area or visit

www.amc.af.mil/library/amcfocusareas



Photo by Abner Guzman

A McChord C-17 Globemaster III takes off on a recent mission. McChord's combat and humanitarian airlift missions are clearly defined in the new Air Mobility Command mission statement — Provide global air mobility ... right effects, right place, right time.

**When working with classified information, keep security in mind at all times!
Use approved OPSEC, EMSEC, COMPUSEC and Info Protect facilities and equipment only!**



Base changes some gate hours

By
446th Airlift Wing
Public Affairs

One byproduct of creating a primary Reserve weekend for the 2,400-plus strong 446th Airlift Wing is increased traffic entering and exiting through the main gate.

Starting in January, two additional gates open in the morning and during lunch for inbound traffic on Reserve primary drill weekends. On the alternate drill weekend, normal gate operations are in

effect.

In addition to the 24-hour operation of the main gate, the north gate and housing gate open from 6 to 9 a.m. and 11 a.m. to 1 p.m. The north gate is adjacent to the 62nd Aerial Port Squadron building and is accessible from the 512 exit at Steele Street.

The housing gate is accessible from the Gravelly Lake Drive exit from I-5.

Call Senior Master Sgt. David Burns at 982-8181 about traffic flow issues during Reserve weekends.



Photo by Abner Guzman

Starting in January, more gates open on the primary Reserve drill weekend to improve the flow of traffic during peak hours.



Photo by 2nd Lt. Joseph Wingard

Taking the field

More than 40 McChord Airmen display a giant American flag during the national anthem Sunday at Qwest Field before a crowd of 68,077. The event happened prior to the Seattle Seahawks taking on the New England Patriots.



AF plan could enable Iraq air sovereignty, independence

By

Chuck Paone

66th Air Base Wing
Public Affairs

HANSCOM AIR FORCE BASE, Mass. (AFNS) — Work being done here by officials of the Electronic Systems Center and its federally funded research and development center partner, MITRE Corp., is helping pave the way for the withdrawal of U.S. forces from Iraq.

ESC and MITRE International Operations specialists, in concert with a number of ESC acquisition groups, completed work earlier this year on a comprehensive Iraq Air Sovereignty Master Plan, a roadmap that will help enable the Iraqi air force to operate without U.S. and coalition assistance.

“We’re helping to bring U.S. warfighters home by laying out a plan that will position, and properly equip, the Iraqi air force to operate on their own with regard to air sovereignty,” said Charlie Bell, a MITRE engineer working with ESC’s International Operations Division.

The team built an initial plan, dubbed Safe Eagle, which was intended only to outline the steps and equipment needed to rebuild Iraq’s air traffic control infrastructure. However, the ESC team reasoned that the investment could be leveraged to benefit air sovereignty

and air defense; a point which Iraqi military officials and coalition transition officials ultimately agreed upon.

“It made sense that they needed to concentrate on flight safety and landing planes at first,” said Sal Pomponi, a senior member of the team. “But they also need to be able to defend their air space and be able to command and control their air assets.”

The team realized that the Iraqis might not have the resources to build all the systems at once; nor would they have the manpower to operate them all, even if they could be emplaced immediately.

“So we developed the master plan that shows what steps they need to take over the next few years, and which ones could be deferred until the timing is better,” Mr. Pomponi said. The plan’s timeline stretches through 2019.

“But the exact timing isn’t what matters most,” Mr. Bell said. “It’s that they have a logical, sequenced master plan to work from.”

So, with assistance from officials of the U.S. Air Forces Central and from the Coalitional Air Force Transition Team, or CAFTT, the Iraqis have been moving out.

ESC officials have already received several letters of request for the center to begin providing air traffic control equipment and communication systems. The 853rd Electronic Systems Group and the

350th ELSG are already engaged. Other ESC units, including the 753rd ELSG and the 651st Electronic Systems Squadron, which provides weather systems, also expect to engage in Foreign Military Sales programs stemming from the plan.

Representatives from all of these units worked with the International Operations team that helped build the master plan. The team didn’t draft the plan in a vacuum however. AFCENT, CAFFTT and, most important, the Iraqis themselves all participated.

“There was an initial perception that this coordination, involving civilians constantly traveling in and out of Iraq, could present a sizable obstacle, be costly and difficult,” Mr. Bell said. “We therefore decided that it made sense to spend a little money on providing the Iraqi air force with video conferencing equipment. Once that was installed, we went ahead and met almost every week, via video teleconferences.”

At first, language barriers — partially solved by having an Arabic-speaking ESC program office member participate — and other issues caused things to proceed slowly.

“The biggest thing was the military culture there,” Mr. Pomponi said. “They were used to doing things the way they’d done them 20 years ago. That’s what they were comfortable with, and that’s what

they wanted to go back to. But we kept stressing that they didn’t need to go back to that, that technology advances now make it possible to do things more efficiently.”

For one thing, new technology makes it no longer necessary to divide the country into air defense quadrants with separate command and control centers in each. With the power of modern computing and the ability to tie together widely separated radar feeds, only one centralized center, and perhaps a back-up, would be required to conduct air operations throughout Iraq.

“It took a while but they eventually came around to see that our suggestions made sense,” Mr. Bell said, noting that the Iraqi officials grasped the advantages of being able to accomplish the same things with fewer resources.

The successful drafting, coordination and ongoing implementation of the Iraq Air Sovereignty Master Plan have led CAFFTT and the Iraqis to seek letters of agreements and a follow-on study. This study, which began in October 2008, will map out strategies for acquiring and operating intelligence, surveillance and reconnaissance platforms and systems.

“This will be another important step forward for the Iraqi air force, and for the United States, in terms of helping facilitate the transition to Iraqi autonomy,” Mr. Bell said.



Reservists may qualify for early retired pay

By

Staff Report

Air Force Reserve Command
Public Affairs

ROBINS AIR FORCE BASE, Ga. — The Department of Defense has issued new guidelines for early receipt of retired pay for members of the reserve components. Instead of having to wait until age 60 to receive Reserve retired pay, eligible members may receive retired pay prior to age 60 but not before age 50.

Under interim changes to Department of Defense Instruction 1215.07, Service Credit for Reserve Retirement, issued under a law passed by Congress effective Jan. 28, 2008, reserve component members are able to reduce the age at which they are eligible to receive retirement pay by three months for each cumulative period of 90 days served on active duty in any fiscal year.

Under the new law, members eligible to receive retired pay earlier than age 60 must still wait until age 60 to receive health-care benefits.

Involuntary mobilization and voluntary active duty in support of a contingency qualify, but there is no

requirement to be involuntarily mobilized, to support a contingency or to serve on active duty outside the continental United States to receive credit under the law. Most active-duty time qualifies, including training, operational support duties and school tours. It does not matter whether active-duty time is paid for under military or reserve personnel appropriation accounts, provided such active duty is performed under the authority of 10 U.S. Code § 12301 (d).

Also included is full-time National Guard duty served under a call to active service by a governor and authorized by the president or the secretary of defense under 32 U.S.C. § 502(f) for purposes of responding to either a national emergency declared by the president or a national emergency supported by federal funds.

The following time served on active duty is not creditable service for purposes of reducing retired pay age: as a member of the active Guard and Reserve (10 U.S.C. § 12310); on annual tour (10 U.S.C. § 12301(b)); while in captive status (10 U.S.C. § 12301(g)); for medical treatment, medical evaluation for disability purposes or medical study (10 U.S.C. §12301(h)); as a member not assigned to, or partici-

pating satisfactorily in, units (10 U.S.C. § 12303); under active-duty agreements (10 U.S.C. § 12311); for disciplinary/courts-martial (10 U.S.C. § 12315); or for muster duty (10 U.S.C. §12319).

Qualifying active-duty service performed after Jan. 28, 2008, the date on which the fiscal 2008 National Defense Authorization Act was enacted, is creditable. The law does not provide credit for time served on or before that date.

Here's an example of how these new guidelines work. A Reservist performed five days of active-duty service on MPA orders in February 2008. He then volunteered for active duty beginning June 1 and ending Nov 30 (leave, reconstitution and post-deployment/mobilization respite absence included, as applicable). The Reservist performed a total of 127 days of active-duty service in fiscal year 2008 and 61 days in fiscal 2009.

Under this scenario, all of the active-duty time the Reservist performed could be credited toward reduced retirement age eligibility because it was active-duty time performed under circumstances permitted under the new law (i.e., orders for voluntary service, 10 U.S.C. § 12301(d)). However, because time credited must total 90

days or must be in multiples of 90 days in the aggregate during a fiscal year in order to correspondingly reduce his retirement age by three months, or multiples of three months, the Reservist will be able to reduce his retirement age by three months for fiscal 2008. Had he performed 53 more days of active-duty service after Jan. 28 and before going on active duty June 1, he would have accumulated 180 total days for fiscal 2008 and thus would be able to reduce his retirement age by six months.

Similarly, because the Reservist has so far served on active duty 61 days in fiscal 2009, he must perform an additional 29 days of active-duty service some time during the year in order to reduce his retirement age by an additional three months.

All Airmen are encouraged to ensure their orders specify the statutory provision under which their active-duty service is performed. Airman are also encouraged to keep track of their active-duty service and orders to ensure they receive proper credit and they meet the cumulative 90-day thresholds to reduce retirement age.

More information is available on the Air Reserve Personnel Center Web site at www.arpc.afrc.af.mil.



New housing gate hours

The Woodbrook housing gate is now open 6 a.m. to 6 p.m. weekdays. These new hours are intended to accommodate the influx of vehicles due to the contracted housing demolition and construction. For more information, call the 62nd Security Forces Squadron at 982-5100.

McChord Energy Club

The McChord Energy Club meeting is 4:45 p.m. Dec. 23 in the wing conference room, Bldg. 100. All are welcome to attend. For more information, e-mail energy.club@mcchord.af.mil.

Law enforcement desk relocating

The 62nd Security Forces Squadron relocated the Law Enforcement desk to Bldg. 1305 during renovation of Bldg. 7. Phone numbers remain the same. For assistance call 982-5625 or 982-5624. For emergencies call 911 or the crime stop line at 982-5777.

New hours at McChord Clinic

The McChord Clinic doors open at 7:20 a.m. instead of 7 a.m. The change is for safety reasons to ensure there are an adequate number of staff members present to assist patients. Pharmacy windows continue to open for patients at 7:30 a.m. and close at 5 p.m.

MPF customer service hours

Customer service hours for military personnel flight services have changed. The new hours are 9 a.m. to 4:30 p.m. weekdays. Services are

available 7:30 to 9 a.m. for appointments and emergencies only.

Customer service new hours

Customer service hours for passports and in-processing have changed. Passports are from 9 a.m. to 3:30 p.m. for walk-ins and 3:30 to 4 p.m. for appointments and emer-

gencies only. In-processing is now 9 a.m. to noon for walk-ins and 7:30 to 9 a.m. and 1 to 4 p.m. for appointments and emergencies only. Hours for all other services remain the same.

Virtual out-processing applications

The virtual out-processing applica-

tion available online through the virtual military personnel flight is mandatory for active duty members at each installation. Due to manning losses, the military personnel flight no longer provides this face-to-face service. Appointments for final out-processing, retirements and separations remain available. This month, assignment notification letters will be sent directly to the member and not through MPF.

Thrift Shop temporary closure

The Thrift Shop is closed for business through Jan. 2 as they hire and train a bookkeeper.

Community response

Have a concern, question or complaint? E-mail the action line <http://public.mcchord.amc.af.mil/main/contactus.asp>. The inbox is monitored daily and inquiries are sent to the appropriate base agency for response. Team McChord is encouraged to use this system to resolve issues, after first using the chain of command.

Area Defense Counsel appointments

ADC customers must now call and schedule appointments instead of entering on a walk-in basis. For an appointment, call 982-2240.

CAC security concerns

Airmen are reminded not to not allow any person in an unofficial government capacity (i.e. commercial businesses, hotel or motel, bank, etc.) to take control of, scan, swipe or photocopy common access cards.



McChord Chaplain Corps Faith & Worship Programs

For more information on Chapel services and programs, please call 982-5556. To contact Duty Chaplain after duty hours, contact the Command Post at 982-2635

<p>Catholic Services and RELIGIOUS EDUCATION: All Catholic services are in chapel two.</p> <p>SATURDAY: 4 p.m. Confession: Chapel 2, Bldg. 181 5 p.m. Mass: Chapel 2, Bldg. 181</p> <p>SUNDAY: 9:30 a.m. Mass: Chapel 2, Bldg. 181 11 a.m. Mass: Chapel 2, Bldg. 181 12:30 p.m. Why Catholic? Small Group Study: Chapel Support Center, Bldg. 746</p> <p>MONDAY: 11:30 a.m. Mass: Chapel 2, Bldg. 181 Noon Why Catholic? Small Group Study: Chapel Support Center, Bldg. 746</p> <p>WEDNESDAY: 11:30 a.m. Mass: Chapel 2, Bldg. 181 6:30 p.m. Faith Formation: 1st, 2nd & 3rd Wednesday of the month: Chapel Support Center, Bldg. 746 6:30 p.m. Why Catholic? Small Group Study: Chapel Support Center, Bldg. 746</p> <p>FRIDAY: 11:30 a.m. Mass: Chapel 2, Bldg. 181</p>	<p>PROTESTANT SERVICES and RELIGIOUS EDUCATION:</p> <p>SUNDAY: 8:30 a.m. Liturgical Worship: Chapel 1, Bldg. 180 9:45 a.m. Sunday School: Chapel Support Center, Bldg. 746 11 a.m. Traditional Worship: Chapel 1, Bldg. 180 11 a.m. Contemporary Worship: Chapel Support Center, Bldg. 746</p> <p>JEWISH SERVICES: FRIDAY: 6 p.m. Every 1st, 3rd & 5th Friday of the month: Ft Lewis. Chapel 5, Bldg. T-2270</p> <p>OTHER PROGRAMS: The following Chapel programs take place at the Chapel Support Center, Bldg. 746.</p> <p>TUESDAY: 9:30 a.m. Mothers of Preschoolers (MOPS); 2nd & 4th Tuesday of the month 6 p.m. Mothers of Preschoolers (MOPS) Bible Study; 1st, 3rd & 5th Tuesday of the month</p> <p>WEDNESDAY: 11 a.m. Adult Bible Study</p> <p>THURSDAY: 9 a.m. Women's Bible Study</p>
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