

Contact

MAGAZINE FOR AND ABOUT MEMBERS OF THE 349TH AIR MOBILITY WING
Travis Air Force Base, California

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FEBRUARY 2002



People pulling together, making Team Travis great

Welcome to the Feb UTA! We had more mobilizations this past month and we are now at 325 wing members on active duty.

New to the mobilized list are 22 members from the 349th Communication Squadron, 21 KC-10 maintainers from the 749th Aircraft Generation Squadron, 10 members of the 349th Aeromedical Evacuation Squadron, three members of the Military Personnel Flight, two members from Detachment 1 of the 349th Medical Squadron at Fairchild Air Force Base, Wash., and one member from our Family Readiness Flight.

Thank you for answering the nation's call! As always, even though you may be mobilized, if there's anything we can do for you or your family let us know. We now have a mobilized member of the Family Readiness Section to help, **Tech. Sgt. Mary Johnson**. She speaks from experience about the challenges of being mobilized! We also will be glad to handle any issues you may have with your employer. **Ms. Patti Holloway** from Public Affairs has drafted a nice letter that we send to employers at your request thanking them for their commitment to our nation's defense. We know how important employers are and we appreciate their support!

Speaking of employers, we are coming up on our Employer Appreciation Days. Each year we have one for each group and we bring your bosses out and show them the important work you do for your country and turn them into your number one supporter!

Part of the program is normally an air refueling flight between a KC-10 and a C-5. Those airframes are in short supply right now and may not be available for our flight. So we're developing a program that will accomplish our objective of showing our employers the vital work we do, the importance of our contribution to the Total Force team and the valuable training you receive which in turn makes you a more valuable asset to them.

The Support Group is spearheading this initiative led by **Capt. Lynn Klink** and will be offering the new program in the April timeframe. Should be fun!

I have a concern. Perhaps many of you can remember the old days of Operational Readiness Inspections where we processed a lot of people, marshalled a lot of cargo and launched every airplane on the ramp, many of which flew to a simulated overseas location and fought a simulated war for four days.

The whole process was very stressful and took a lot of time and effort, especially when you practiced it every month for the five months leading up to the inspection! While we can no longer afford to spend so much time and effort on such an inspection, there is some value to certain aspects of it, particularly the first part of it, commonly called Initial Response.

While it's not realistic for the entire wing to deploy and fight as a wing there is still a distinct possibility that many of us would mobilize and deploy at the same time. There is value in setting up the mobility processing line, marshalling cargo and surging the system.

So we're looking for training opportunities to do that. Were trying to get an exercise organized for C flight to process about 350 folks and marshall 30 tons of cargo. We'll keep you posted. In the meantime **Maj. Wil Link** and the XP folks are conducting unit deployment managers training to prepare. Response for this class was great and if you are your unit's UDM, thanks! You are the first critical link on our path to success!

We have two new commanders to welcome this month. The 79th Air Refueling Squadron will be passing the unit colors from **Lt. Col. Bill Ames** to **Lt. Col. Bob Millmann**. Over in the 82nd Aerial Port Squadron, **Lt. Col. Sandra Yope** will do the same to **Maj. Tim O'Brien**. Thanks to **Bill** and **Sandra** for their outstanding Leadership and commitment to their people and the mission. Best of luck to **Bob** and **Tim**!

We also want to celebrate the promotion of one of our important civilians, **Ms. Millie Rapolla**. **Millie** works with us in the command section and her talent and hard work were recognized with her selection to work in the tanker planning section for the 60th OSF. She will



Pass and Review

By Col. James T. Rubeor

be sorely missed!

A word about DUIs. Don't do it. We have had a rash of them lately at the base, 13 in December alone. One of them was a field grade officer who was relieved from his position. Fortunately none of them have been from the 349th AMW. But you know what goes before a fall! So keep your guard up and keep an eye on your friends!

An administrative note. With so many of our people mobilized and so many base members deployed, the travel pay section is way behind. They have gone to 12 hour shifts and are working hard to keep up so I ask for your patience. We are helping, by the way, with two of our reservists, **Senior Airman Muberra Guvenc** and **Tech. Sgt. Kimberly Williams** and they are much appreciated.

This is what you can do to help the folks in travel pay. If you are submitting a travel voucher for a partial payment (your duty is not finished and you will be submitting more voucher's later), please print "ACCRUAL VOUCHER" at the very top. If you are done with your duty and this is the only or last voucher you will submit, print "FINAL VOUCHER" at the top.

I want to thank some folks who worked especially hard on an important training event that happened at the base in January. A large portion of our aeromedical evacuation capability lies in stage III of the CRAF. Stage III is comprised of commercial Boeing 767s and we don't get very many opportunities to train on them. We had one here for training and our aeromedics did a great job making it a super event. Many thanks to **Maj. Cheryl Gates**, **Senior Master Sgt. Michael Corbin**, **Tech. Sgt. Fe Cubacha-Felipe** and all the members of the AEOT.

See you at the UTA!



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February 2002

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On the Cover



Civil Reserve Air Fleet training: Members from the 349th Aeromedical Evacuation Squadron were able to train with the civilian crew members from a US Airways Boeing 767, Jan. 14-16. The wing members were preparing for situations when civilian aircraft and crews are drawn to assist the military in getting medical care to its patients. For more photos and a story see Page 6. (Photo by Master Sgt. Marvin Meek)

New year brings new challenges

A new year traditionally causes us to view things from a different perspective because things constantly change.

This is certainly true when you look at our Air Force and wing as well. We have new programs to learn about like the new Thrift Saving Plan, family members Service members Group Life Insurance and the Reserve Component Periodic Health Assessment.

New wing programs include the Outstanding Airmen of the Quarter/Year and the just recently implemented way we select first sergeants. In the past, there has been much concern about the career paths for first sergeants. In some cases, becoming a first sergeant meant it was the end of your career.



Promotions were near impossible and returning to your old career field after that Air Force speciality code was downgraded was very difficult. This created some severe problems.

Sometimes the most senior in rank first sergeant was the least experienced because of the selection policy.

Finally we have a new selection policy that will better serve our first sergeants and ultimately our people. First, we will have two wing first sergeant boards a year. These boards are scheduled for June and December.

All personnel interested in becoming first sergeants and meet the eligibility requirements will submit a package to the Military Personnel Flight and then be interviewed by a wing board. Each candidate will be scored and then placed in rank order on the eligibility list. This list is valid for one year.

Here is another change, when a first sergeant position becomes vacant, the current diamond wearing first sergeants are allowed first opportunity for consideration for that position.

Squadron commanders will first consider these interested first sergeants. If no selection is made, then the commander will consider those on the eligibility list.

I believe this new program will provide development and growth for our current



Chief's Counsel

By Command Chief Master Sgt. Anthony L. Maddux

first sergeants and more opportunities for those wanting to become first sergeants.

On a final note, I want to tell you about a new policy we hope to implement very soon. This concerns those that reschedule their UTA from a weekend to weekday and then use our dining facilities.

We are working on doing away with the Air Force Form 40A requirement as proof of UTA status. We believe your word is good enough. This means just like on weekends you just tell the cashier you're on UTA status and your unit, they swipe your ID card, and you go eat your meal.

The ultimate responsibility on your status is our wing, so we will verify this information and police this program. We will be sure to let you know when this new program is implemented. This new program will better serve those that serve our country.

FLIGHT LINE! What tips do you have for Reservists about to deploy?



TSgt. David Rucker
349th Comm Squadron

"Give your family powers-of-attorney and key contact phone numbers. FSC has support networks in each city for every day help."



SSgt. R. Henrichsen
349th Comm Squadron

"Buy personal items in advance. Complete dental, medical, and legal issues--stuff you rely on others for. Comm has been preparing for a while, so we've been lucky."



SrA Keith J. Barton
349th AMDS

"Be proactive with your training and paperwork. It's important to stay ahead of your training. Also, I made sure my SGLI and emergency data were accurate."



TSgt. Juan Cruz
349th MSS

"The main thing is talking to the family, preparing them for the possibility of activation and deployment. The Family Support Center checklist was a great guide."



TSgt. Rick M. Grau
349th Comm Squadron

"Notify the post office you'll be gone; don't let mail accumulate. And remember it's tax season. Most importantly, speak to your family about your deployment."

Medical member receives command level award

by TSgt. Robin Jackson
Wing Public Affairs

Recently Staff Sgt. Sindy Thao, 349th Aerospace Medicine Squadron, received the Outstanding Reserve Airman Assigned to a Non-Deployable Medical Unit Award from the Air Force Reserve Command.

"Thao was nominated because of her initiative and dedication to ensuring the workload is completed," said Chief Master Sgt. Genevieve Lance, 349th AMDS. "She assists others with their task as well; all in the commitment to mission completion."

Thao managed the physical exams scheduling process for 24 squadrons and

communicated with each squadron to keep them up to date with accurate monitoring and participation reports.

She was selected as Team Leader for the Staff Assistant Visit to the 349th Contingency Hospital, Detachment 1, and Chief Lance states "her efficiency shined when she eliminated the backlog of loose medical record paperwork."

According to Lance, Thao volunteers to work numerous mandays and long hours to meet mission requirements. She has the ability to work with many different organizations and continually fosters teamwork among the section members and between other squadrons.

Thao serves as a role model for both enlisted and officers: a model of exemplary conduct for all and an asset to our team.



Winner: Wing Commander Col. Jim Rubeor presents Staff Sgt. Sindy S. Thao, 349th AMDS, the Outstanding Airman of the Year Assigned to a Non-Deployable Medical Unit plaque.

Dates set for this years' employer appreciation days

by TSgt. Robin Jackson
Wing Public Affairs

Give your boss a chance to see the Air Force Reserve in action. Invite them out to the base to take part in a day in the life of a reservist. Sign them up for one of our four Employer Appreciation Days. Employer Appreciation Days include a wing/group briefing, viewing a static aircraft display of both the C-5 and the KC-10 and other group specific events, all designed to give your employer a greater understanding of our mission.

Some civilian employers are under the impression that when you are completing your military training it is like a vacation for you. The association between your civilian job and reserve position can become strained if the importance of your reserve job is not communicated to your civilian boss. What better way to do this then to invite them out to see it first hand. Talk to your employer about what you do at Travis during your weekend unit training assemblies and while on annual tour. Explain to them what your job is in the Air Force and the accomplishments

you have made with the unit. Remember to thank your employer for allowing you the time to attend your military training and for being supportive. Also express to them how the military training enhances you, which is a benefit for both the military and civilian employment areas.

So gain the support of your employer by inviting them out for one of the Employer Appreciation Days this year. Build a rapport with your employer that will last a lifetime.

The employer appreciation days are scheduled for April 6 sponsored by the 349th Support Group. For more information, call Capt. Lynn Klink at 424-3737. May 18 sponsored by the 349th Logistics Group. For more information, call Master Sgt. Joseph Tagliarini at 424-0734. July 13 sponsored by the 349th Medical Group. For more information, call Master Sgt. Kalan Winston at 424-5220. Aug. 17 sponsored by the 349th Operations Group. For more information, call Lt. Col. Lonnie Williams at 424-1641.

Due to the 349th Air Mobility Wing's participation in Operation Enduring Freedom and Operation Noble Eagle the

employers will not be offered a flight on either the C-5 or the KC-10. We hope to be able to offer the option of flying with the 349th AMW next year.

Employer Appreciation Dates

349th Support Group
April 6

POC: Capt. Lynn Klink

349th Logistics Group
May 18

POC: MSgt. Joseph Tagliarini

349th Medical Group
July 13

POC: MSgt. Kalan Winston

349th Operations Group
Aug. 17

POC: Lt. Col. Lonnie Williams

Civilian aircraft lends itself to military training

US Airways Boeing 767 on ground at Travis for three days

Story and Photos by MSgt. Marvin Meek
Wing Public Affairs

A US Airways Boeing 767-200 paid a rare visit to Travis, Jan. 14-16 to help us train for a unique, but probable contingency.

The civilian aircraft and its crew are part of the Civil Reserve Air Fleet, a unique and significant part of our nation's mobility resources. Selected aircraft from U.S. commercial airlines are contractually committed to the CRAF, to support Department of Defense airlift requirements in emergencies when the need for airlift exceeds the capability of military aircraft.

For three days, the 767 and its crew trained with aeromedical evacuation organizations, including our 349th Aeromedical Evacuation Squadron, to prepare for situations when civilian aircraft and crews are drawn on to assist the military in getting medical care to its patients.

To ensure that it assigns the right aircraft for the mission, the CRAF inventory is divided into three main segments: international, national and aeromedical evacuation. According to 349th AES officials, the Boeing 767 fits the bill for use in aeromedical evacuation missions. It injects some youth into a military inventory of aging C-141s and C-9s.

"The 767 can accommodate more high-tech medical equipment than the basic military cargo-type aircraft, said," Major Sunny Gates, 349th AES.

On the other hand, she added, "the CCAF program is expensive to operate and not every air base can provide the unique support that civilian aircraft require. All in all, however, the advantages outweigh the disadvantages," she said.

While the aircraft was here participants trained on the implementation of ship sets, patient boarding and deplaning, aircraft and aircrew familiarization, and, in-flight



All set: Master Sgt. Taylor Dowtin ensures all is set with the "patients."

and aircraft emergencies

"When we take over a civilian aircraft, we take everything off, and put in patient litters (87 for this exercise), nurse stations, and, medical oxygen and electrical subsystems," said Gates. "Our biggest challenge is how quickly we can reconfigure the aircraft. When we're finished, it looks like an intensive care ward."

The exercise scenario involved AES crews consisting of flight nurses and aeromedical evacuation technicians, along with combined (Active Duty and Reserve), Critical Care Aeromedical Transport Teams. These CATT teams are only used when patients are in the most life-threatening conditions. A CATT team will typically include a physician, a critical care nurse, and cardiopulmonary technician, plus intensive care equipment.

When a CRAF aircraft is deployed, it sees a revolving door of aeromedical crew members and receives a major facelift

inside, but its civilian aircrew remains in the cockpit.

"This is very exciting and it's gratifying to see the lengths we'll go to recover our wounded," said John Barbas, one of two US Airways pilots participating in the exercise.



Observing: Lt. Col. Deb Aspling, commander of the 349th AES, talks with Maj. Gen. Geoffrey Wiedeman, MA to AMC surgeon general.



Training with civilian aircraft: (Top) The US Airways 767 sits on the ramp at Travis. (Left) Members of the 349th AES bring "patients" onto the aircraft. (Top right) Master Sgt. Jeanette Davidson, 349th AES, talks with the civilian crew members. (Right) Master Sgt. Taylor Downtin, 349th AES, directs crewmembers as they load "patients" onto the US Airways 767.



Pay raise, new benefits

2002 National Defense Authorization Act signed Dec. 28

The largest military pay raise in 20 years along with new benefits for reservists are among the provisions of the fiscal year 2002 National Defense Authorization Act.

Signed into law Dec. 28 by President George W. Bush, the act authorizes across-the-board and targeted pay raises ranging from 5 to 10 percent with a minimum 6-percent pay hike for enlisted personnel and a minimum 5 percent for officers.

The FY 2002 defense bill also approved personnel increases in three major categories in Air Force Reserve Command. Compared to last year, the authorized end-strength climbed from 74,300 to 74,700, the number of full-time reservists went from 1,336 to 1,437, and air reserve technicians jumped from 9,785 to 9,818.

This year's bill permits federal agencies to pay the employee and government portions of Federal Employee Health Benefit Program premiums, so families of called-up reservists continue to receive affordable

medical care.

Congress wanted to stimulate participation in funeral honors duty, so it extended to reservists the same rights, benefits and protections received for performing inactive-duty for training. Federal employees gained the option of using military leave to perform funeral duty as reservists, and retirees may serve as members of funeral honors details and receive payment.

Some benefits offered by defense bills are not immediate because DoD and Air Force must implement policies and programs before these benefits are delivered to service members. In some cases, Congress issues additional clarification in later defense bills.

Each year Congress renews one-year extensions of bonuses and special pay. This year's extensions through Dec. 31, 2002, include:

- Special pay for health care professionals who serve in the Selected

Reserve in critically short wartime specialties;

- Selected Reserve affiliation, enlistment and reenlistment bonuses;
- Special pay for enlisted members of the Selected Reserve assigned to certain high-priority units;
- Ready Reserve enlistment and reenlistment bonuses; and
- Prior-service enlistment bonus until Dec. 31, 2002.

Some proposed legislation benefiting reservists did not make it into this year's authorization act.

For example, one provision included in the House of Representative bill but not adopted in conference by the House and Senate would have entitled qualified reserve aviators to be paid the same amount of Aviation Career Incentive Pay as active-duty aviators with the same number of years of aviation service. (AFRC News Service)

2002 Reserve Pay

Pay Grade	Years of Ser							
	Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over
O-7 <u>2</u>	795.52	849.56	849.56	855.76	887.72	912.04	940.16	96
O-6 <u>2</u>	589.60	647.72	690.24	690.24	692.88	722.52	726.48	72
O-5 <u>2</u>	471.60	553.68	592.04	599.24	623.08	623.08	641.80	67
O-4 <u>2</u>	403.16	490.92	523.68	531.00	561.40	586.12	626.16	65
O-3 <u>2</u>	372.88	422.72	456.24	493.16	516.76	542.68	564.32	59
O-2 <u>2</u>	322.16	366.92	422.60	436.84	445.88	445.88	445.88	44
O-1 <u>2</u>	279.68	291.08	351.80	351.80	351.80	351.80	351.80	35
O-3E <u>2,3</u>			493.16	516.76	542.68	564.32	59	
O-2E <u>2,3</u>			436.84	445.88	460.04	484.00	50	
O-1E <u>2,3</u>			351.80	375.76	389.64	403.80	41	
E-9 <u>1</u>						456.52	46	
E-8 <u>1</u>					381.08	392.08	40	
E-7 <u>1</u>	264.92	289.20	300.20	311.00	322.32	341.72	352.68	36
E-6 <u>1</u>	226.80	249.44	260.48	271.16	282.32	300.60	311.64	32
E-5 <u>1</u>	208.20	222.04	232.76	243.80	255.04	270.68	281.36	29
E-4 <u>1</u>	192.48	202.36	213.28	224.04	233.64	233.64	233.64	23
E-3 <u>1</u>	173.80	184.72	195.80	195.80	195.80	195.80	195.80	19
E-2 <u>1</u>	165.24	165.24	165.24	165.24	165.24	165.24	165.24	16
E-1>4 <u>1</u>	147.40	147.40	147.40	147.40	147.40	147.40	147.40	14
E-1<4 <u>1</u>	136.36	136.36	136.36	136.36	136.36	136.36	136.36	13

New pay chart effective Jan. 1. Normally, reservists receive credit for four drill pay periods during one weekend.

Notes: See following explanations for the underlined numbers located to the right of the various pay grade designations:
 1. While serving as JCS/Vice JCS, CNO, CMC, Army/Air Force CS, basic pay is \$13,598.30 less note 2.
 2. Basic pay for an O-7 to O-10 is limited by Level III of the Executive Schedule, which is \$13,598.70. Basic pay for O-1 to O-3 with at least 4 years and 1 day of active duty as a warrant officer and/or enlisted member is \$13,598.70.
 3. Applicable to O-1 to O-3 with at least 4 years and 1 day of active duty as a warrant officer and/or enlisted member.

Experienced 312th AS crew floats through challenging mission with ease

by SSgt. David Walsh

312th AS

One of the most challenging missions undertaken on a fairly regular basis by C-5 aircrews is the movement of the U.S. Navy's Mark V Special Operation Craft.

What makes it even more challenging is when a crew has to move two different Mark Vs on the same mission. Throw in a 13 and-a-half-hour flight, a 17 and-a-half-hour flight, two 25-hour workdays, and six aerial refuelings and you have a mission that the 312th Airlift Squadron undertook recently.

The tailor-made, 160,000 pound Mark V boat and trailer was designed to fit in a C-5 with only inches to spare. Loading this behemoth is one of the toughest, yet most rewarding tasks that loadmasters face. With the help of some of the Navy's finest, though, the first on-load went without a hitch. The crew was then tasked to fly straight to Europe, with the assistance of three aerial refuelings along the way. Refueling an aircraft while it is in flight is an impressive feat. Performing this task three different times during the same flight is nothing short of incredible. Yet, the highly skilled pilots and engineers on the crew managed to pull this off with a

modicum of effort.

After a short stay to get some much-needed rest, the crew proceeded to their destination.

This particular flight included yet another meeting with a tanker, which answered the call for assistance with very short notice. Again, the expertise of the pilots and engineers shined through. Ordinarily, a crew is permitted about four hours to off-load and on-load a C-5. With this particular cargo, however, more time was allocated to ensure the safety of the loading crew, the aircraft and the equipment being moved. The Mark V being delivered made it off of the airplane with no problems. The outgoing boat was a different story. The loadmasters experienced some minor difficulties in loading the second Mark V, but with the application of their knowledge and training managed to overcome all of the obstacles presented. A relatively short flight later, the crew was back in Europe.

The next day brought a 17 and a half



hour flight from Europe straight to California. This flight included rendezvous' with two more tankers. The amount of time necessary to on-load the required amount of fuel demanded patience and a steady hand from the pilots. The engineers distributed the fuel throughout the aircraft, and the hearty crew pressed on. On arrival, the loadmasters proceeded with the download of the giant boat, even though the 23 hour of their day was fast approaching. With some coaxing, the cargo finally made it off of the airplane; the mission was complete.

The keys to pulling off a mission of this magnitude are professionalism, commitment and teamwork. There are many agencies responsible for making a mission like this possible; it takes an experienced, selfless aircrew to make it happen.

Kicking it up...self aid, buddy care

by SMSgt. Trish Thornton

70th ARS

At January's Wing Commander's Call, Col. Jim Rubeor, 349th Air Mobility Wing commander, spotlighted the recent ground safety mishaps remarking that the trend with all of them is that our jobs are inherently dangerous.

Couple this observation with the horrific Sept. 11 atrocities, and we are reminded that many grievous and life-threatening events are outside of our control. We need to be alert, safe and prepared.

For years, the Air Force has had the Self-Aid and Buddy Care program, which

will continue. The 349th AMW, would like to "kick it up a notch" on a volunteer basis. Why? As it stands, the Self-Aid and Buddy Care program does not include CPR and other vitally important first aid information. Many people have independently received training in these additional areas. However, with all the recent changes, everyone could use a refresher or the initial training.

So what's the solution? After some discussion amongst several 349th AMW agencies it was decided to offer the American Red Cross sanctioned Standard First Aid and CPR classes (including Adult, Infant and Child) to all 349th Wing members on a volunteer basis for a

nominal charge. Organizing this will take a team effort.

The first step is to form a cadre of American Red Cross qualified instructors. If you are presently qualified and interested in this program or are interested in becoming an instructor or only participating in the administration and organization, please notify me via e-mail at patricia.thornton@travis.af.mil or airthornton@yahoo.com or call me at (707) 424-7103.

All those who want to take the basic courses, stay tuned... more information to follow soon. In the meantime, as Rubeor and the old *Hill Street Blues* sergeant said, "Be Safe Out There!"

Travel vouchers

New requirements enable faster, more accurate travel payments

This is an announcement for all travelers filing a voucher and is intended to enable faster and accurate travel payments.

For all future voucher submittals to the 60th CPTS, please use the following simple instruction:

When filing a travel voucher, you are to legibly print either "ACCRUAL VOUCHER" or "FINAL VOUCHER" across the very top of the voucher form.

For example: You are on an MPA tour (the tour type does not really matter) for 45 days and reporting to Travis. You then proceed on a mission TDY for four days and return to Travis to continue working on that MPA tour.

To file for pay for the TDY trip in this situation, you would print "ACCRUAL VOUCHER" on the top of the voucher form when you file.

This permits the travel computation section to process that TDY's trip voucher and to leave the MPA order open in the accounting/travel system. They can then still use that MPA order to process another TDY accrual voucher or to process the FINAL VOUCHER when the tour is complete.

If you forget or don't write Final Voucher on the voucher form, the order will be kept open in the system. Your unit orderly room will then see the open order on the outstanding orders listing and can annotate to close the order at that time. That oversight on the travelers part creates more work and ties the funding up - so try to remember this step.

If you have questions contact John McLaughlin, 424-3791.

Wing selects winners

Airman of the Year 2001

Airman:

Senior Airman Angela Menor, 349th SPS

NCO:

Staff Sgt. Steven Smith, 349th CRS

Senior NCO:

Senior Master Sgt. Kim Shelby

First Sergeant

Chief Master Sgt. Alan Arndt, 301st AS

Company Grade Officer:

Capt. James Wahleithner, 349th AGS



Commander Call: Col. Jim Rubeor, 349th Air Mobility Wing commander pins the Meritorious Service Medal on Lt. Col. Kerry Keithcart, 301st Airlift Squadron commander, during the January Wing Commander's Call. The next Wing Commander's Call will be in July.

5 members complete funeral honors class

The following 349th Air Mobility Wing honor guard members graduated from the Funeral Honors Class, Jan. 11:

Master Sgt. Oscar Rodriguez, 349th AGS
 Tech. Sgt. Jeffery McVine, 301st AS
 Staff Sgt. Laurie Garrison, 349th MAS
 Senior Airman Takeo Eda, 55th APS
 Senior Airman Jennifer Mogayzel, 45th APS

Laying the foundation

Provided by Maj. Chris Clay
Military Equal Opportunity

Black History Month is an ideal time to learn more about black Americans who have risen to prominence in military service to America. To succeed, they not only had to excel in performance; they also had to overcome the resistance of a society that, until this generation, opposed their efforts to serve in any but the most menial jobs.

In the early 20th century, one man saw the need – and took on the mission – of teaching black Americans about their history. He is known as the Father of Black History, and his name is Dr. Carter Godwin Woodson.

“We should not dim one bit the luster of any star in our firmament. Let no one be so thoughtless as to decry the record of the makers of the United States of America.

“We should not learn less of George Washington, who was ‘First in War, First in Peace, First in the Hearts of His Countrymen.’ But we should learn something of the 3,000 Negro soldiers of the American Revolution who helped to make this ‘Father of Our Country’ possible.

“We should not cease to pay tribute to Abraham Lincoln as the ‘Savior of Our Country,’ but we should ascribe praise also to the [nearly 80,000 Negroes] who had to be mustered into the service of the Union before it could be preserved, and who by their heroism demonstrated that they were entitled to freedom and citizenship.”

Woodson wrote those words within a few years after World War I. He was a visionary. He devoted his life to the cause of equal opportunity for every American.

A fiery crusader, he had no use for those among his own race who would settle for compromise or merely maintaining the status quo. He could not tolerate the intolerance of a society that believed black Americans incapable of high achievement, let alone greatness.

Born to former slaves in Virginia on Dec. 19, 1875, he did not enter school until he was 20 years old. But once he entered school, his brilliance shone, Woodson earned a bachelor’s degree and advanced degrees from the University of Chicago, then a Ph.D. from Harvard. He was fluent

in both Spanish and French.

Woodson was angered by the widely believed untruths about black Americans, untruths American textbooks did nothing to dispel. He decided to unmask these untruths: he organized the Association for the Study of Negro Life and History, which published the *Journal of Negro History*.

Woodson’s passion was to develop a sense of self-worth within the black community. His strategy was to teach all black

Americans about their racial roots, their history. He had little patience with those who did not share in his passion.

Much of the anger Woodson felt can be explained by the institutional prejudice he saw against black men in military service. In World War I, more than 400,000 black Americans served in the armed forces – in segregated units. They were considered mentally unable and morally unfit to serve on the front lines.

The myth of their unsuitability for combat was shattered by the 369th Infantry Regiment, an all-black unit. After supporting the French army for 191 days on the front lines, that regiment received the French Croix de Guerre for bravery in combat.

Black nurses also served with distinction in the war, especially during the devastating flu epidemic of 1918, which killed millions. One historian wrote, “although these nurses were required to live in segregated quarters, the strength and dignity of the black women prevailed, and they served their country and practiced their profession with great skill and distinction.”

Perhaps the most famous of all pilots in the Tuskegee program was Daniel “Chappie” James. The youngest of 17 children, James was a combat veteran of World War II, Korea and Vietnam. James flew 78 combat missions into North Vietnam and led a flight in which seven Soviet MiG 21s were destroyed, the highest kill of any mission during the



Vietnam War. At the end of his military career, James received his fourth star, becoming a full general.

Shortly before his death in 1950, Woodson warned America that tolerance of racism and segregation soon would end: “The colored peoples,” he said, “constituting the majority of the population of the universe, will eventually find the means to make themselves felt in international circles, where the destinies of nations will be eventually determined.”

To what extent do we Americans owe our blessings of equal opportunity to the efforts of Woodson, and to others who have lit their beacons from his? No precise answer is possible, but our debt must be great indeed. For Woodson was an early beacon of civil rights. History bore out his prophecy that segregation soon would end in the United States and she would achieve it by the brave efforts of many Americans. She would achieve it not only by the efforts of civil rights activists but also of a new generation of government officials – leaders who realized that America must change, must give equal opportunity to all Americans.

How fortunate we are – we who serve our great country of America. We may be soldiers, sailors, Marines, airmen or Coast Guardsmen. We may be civilians in federal service. However we serve, we know that today we are judged not by the color of our skin but by the quality of our accomplishment and the content of our character. (Army News Service).

PROMOTIONS



Chief Master Sergeant

Joseph W. Tagliarini, 349th EMS



Senior Master Sergeant

Clarence L. McNamer, 349th AGS

Robert T. Tucker, 749th AGS



Master Sergeant

Steven Axie, 349th CES

Joel A. Duria, 349th LG

Robert R. Gentili, 349th AGS

Ida M. Hambrick, 349th AES

Thomas E. Henrich, 349th AGS

Neville Rambaram, 349th MDS

Jon D. Saunders, 349th AMW

Conrad Williams, 349th LSS

Johnny Yu, 349th ASTS



Technical Sergeant

Lawrence A. Carpio, 749th AGS

Jonathan P. B. Casero, 349th ASTS

Leonard L. Caulder, 349th CES

Quirino Garza, Jr., 349th CES

Steve B. Haas, 349th CES

James A. Henley, 349th MDS

Richard W. Keats, 349th EMS

Richard C. Parrish, 349th ASTS

Gina M. Peralta, 349th MAS

Brian L. Robinson, 349th MDS

Phillip R. Sisco, Jr., 349th AGS

Robbin B. Smith, 82nd APS

Stephen B. Squires, 349th ASTS

Gregory B. Valadez, 70th ARS

Timothy W. Wilson, 349th CES



Staff Sergeant

Vera A. Bonpua, 5th APS

Jennifer A. Boshart, 79th ARS

Nicholas E. Bugni, 349th EMS

Tresa D. Crane, 349th ASTS

Brock M. Felgenhauer, 349th AGS

Robert L. Huston, 349th CES

Leanna K. Lightfoot, 349th AES

William V. McCune, 749th AGS

Raul Ortega, 82nd APS

Kevin P. Ray, 349th CS

Jeremy M. Smith, 55th APS

Liwliwa T. Udasco, 301st AS

Steven A. Wiltberger, 55th APS



Senior Airman

Iftikar M. Ali, 349th AGS

Doane E. Arias, 749th AGS

David C. Berry, 301st AS

Steven A. Bojorques, 349th MAS

Jessica L. Brown, 349th CRS

Jawaski Y. Conner, 349th CES

Muberra Guvenc, 349th AMW

Ian T. Hellstrom, 749th AGS

Ryan C. Lavender, 312th AS

Joseph A. Nickerson, 749th AGS

Scott C. Patterson, 349th AGS

Carlos B. Pescador, 349th OSF

Eric J. Purtz, 70th ARS

Ian P. Quesada, 55th APS

Brian D. Rocquemore, 749th AGS

Roderick Tan, 349th OSF

Oriana S. Terheyden, 349th AGS

Karen K.A.L. Thurman, 349th ASTS

Denene M. Towne, 82nd APS



Airman First Class

Jaime D. Culy, 349th MDS

Amanda L. Gonzalez, 349th ASTS

Stanley M. Hazlak, Jr., 349th AGS

Briano F. A. Santos, 749th AGS

Minerva Shirley, 349th CES



Airman

Raymond D. Nix, 349th AMDS

Susan I. Scully, 70th ARS

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