

CONTACT

MAGAZINE FOR AND ABOUT MEMBERS OF THE 349TH AIR MOBILITY WING
TRAVIS AIR FORCE BASE, CALIFORNIA

VOL. 17, No. 11

DECEMBER 1999



**C-5
LANDS
ON
ICE!**



**SEE
STORY,
PGS.
6-7**

COMMANDER'S CORNER

by Col. Gerald A. Black
349th AMW Commander

HAPPY HOLIDAYS! In the midst of getting rid of some old paperwork, I came across some editorials from years ago. Flipping through them for inspiration, it slowly dawned on me that I had found my theme for this column: People First.

Throughout the years, a sameness creeps into recurring events; in fact, this predictability can be very reassuring. Depending on the season, the topic may be summer safety, or preparing for an ORI (watch for that one soon!).

What makes the writing enjoyable, however, is that in most cases, the articles are about you, the Reservists, the folks who make the whole business so very worthwhile.

People are different. They come in an infinite variety of shapes and sizes, personalities and talents, some wonderful, some infuriating. But the people are what keep

things interesting. Jets are fascinating, and exercises and missions are interesting, but without the human element, we're just talking about things.

Which brings me to my annual Christmas editorial theme. I am so glad to have the privilege of working with all of you, and by extension, your families and employers. During this pivotal year, you have pleased me, worried me, amazed me, puzzled me, supported me, but overall, made me proud to be your commander.

The holidays approach; our frantic pace steps up a couple of notches. I want you to know that I do occasionally take time to reflect on what is really important in life and appreciating the wonderful folks around me tops my list.

So please accept my thanks for your hard work, your loyalty, and just your presence, which make this wing such an outstanding organization. ✈



COMMAND CHIEF MASTER SERGEANT'S CORNER

by Chief Master Sgt. Anthony L. Maddux
349th AMW Command Chief Master Sergeant

As we enter the holiday season, I would like to take this opportunity to reflect on how your contributions to peace have impacted millions around the world. In this last year of the century, our operations and deployments around the world were successful because of the strong enlisted force in our command.

From supporting contingency operations in the no-fly zone over Iraq, missions in the Balkans, and the day-to-day operations, the men and women of the 349th have been contributing to the security of our country and the world. Our success is based on our people and teamwork. America does appreciate your efforts, the selfless devotion to duty, and all your accomplishments in 1999.

I believe we are on the right track at this time on several programs designed to teach and develop our people. These include the mentoring program, the new decoration program using EPR/OPR for justification and the new Warrior Week at basic training.

This new training is even more critical now with our transition to the Expeditionary Aerospace Force. Our people will be expected to operate in field conditions. All people going to Lackland Air Force Base for basic

training are now called recruits or trainees. On the final day of Warrior Week they earn the title "Airman." The training instructors form up all these dirty and tired trainees dressed in BDUs and present each one a coin. On one side of the coin are our core values, "Integrity, service before self, excellence in all we do." On the other side of the coin, "You are now an airman in the greatest Air Force in the world." Chief Finch said it was one of the most emotional moments he had ever seen.

I believe this is exactly the kind of guidance and reinforcing of esprit de corp that we must provide to our young airmen. Yes, I believe we are right on target on many of these programs. Our Air Force is dedicated to the development and use of airpower for the defense of America. We do so better than anyone else in the world because of you; our dedicated citizen airmen.

I hope that you enjoy the holidays and take this time to reinforce the importance of family and friends. Please take a moment to reflect on how your contributions to peace have impacted people around the world. Thank you for your service, and best wishes for a happy holiday season and continued success in the new millennium. ✈



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**349TH AIR MOBILITY WING
OFFICE OF PUBLIC AFFAIRS
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Office hours: Monday through Friday and UTAs:
7:30 a.m. - 4:30 p.m.
Office Phone: (707) 424-3936
Fax: (707) 424-1672

COMMANDER:

Col. Gerald A. Black

CHIEF, PUBLIC AFFAIRS:

Capt. Tania L. Daniels

DEPUTY CHIEF:

Mr. Ronald C. Lake

PUBLIC AFFAIRS ASSISTANT:

Staff Sgt. Patti Holloway

PUBLIC AFFAIRS OFFICERS:

Maj. Anne F. Macdonald

2nd Lt. Dawn J. Young

PUBLIC AFFAIRS NCOIC:

Senior Master Sgt. Ronald C. Lake

CONTACT STAFF WRITERS:

Technical Sgt. Marvin Meek

Technical Sgt. Kevin B. Jackson

Staff Sgt. Shayne Sewell

Staff Sgt. Robin M. Jackson

EDITOR:

Staff Sgt. Shayne Sewell

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COVER PHOTO:

*A C-5, with 349th Air Mobility Wing crew members, lands at McMurdo Station, Antarctica, in support of Operation Phoenix Penguin.
(Courtesy photos)*

Weapons cleaning proves to be a bang

by Master Sgt. Alice Webster
349th Logistics Supply Manager

The 349th Security Forces Squadron combat arms personnel headed up a weapons cleaning and inspection project Oct. 12-29.

Reserve members from various squadrons volunteered to clean 1,304 M-16 rifles and 773 M-9 pistols authorized for the 349th Air Mobility Wing to comply with an annual weapons inspection and cleaning requirement.

Go to war readiness includes deploying with a serviceable weapon. The process of insuring deployment with a serviceable weapon is a task in itself.

Each weapon must be thoroughly cleaned, lubricated, and inspected. This process entails a BMW-CL inspection check. BMW-CL is inspecting broken, missing, worn parts, and cleaning and lubricating to protect against corrosive elements.

Each weapon is thoroughly disassembled including bolt carriers, charging handles, firing pins, retaining pins, bolt pins, bolt cam pin, upper and lower receiver, and forward assist.

All items are thoroughly inspected for pits, cracks or corrosion. If the weapon is thoroughly cleaned, a spiral effect will be seen when looking through the barrel.

The process is then reversed to reassemble the weapon. Combat arms personnel then perform a function check, the weapon is made "rack safe" and goes to the next station for long-term storage preparation.

Long-term storage entails thoroughly wrapping each weapon in corrosive inhibitive paper, taping the paper on the barrel/muzzle end, butt stock end, and magazine. Tape must surround the entire circumference of the weapon at all three taped areas.

Once the weapon is wrapped, a barrier bag must be added. This is a metal foil bag that the weapon is placed

in. The air is removed and the bag is hermetically sealed.

The weapon is then ready for deposit in long-term

storage containers. Desiccant is also added to containers as further protection against corrosion. Containers are stacked ten per pallet which are then banded together. The pallets are then placed in a climate-controlled vault, which also adds another protecting factor against corrosive elements.

In order for a smooth, efficient process, Master Sgt. Marvin A. Williford, combat arms superintendent, 349th SFS, and Technical Sgt. Donald L. Bishop, combat arms instructor, 349th SFS, organized the process line with many control points to ensure inventory, serial number, container box location, and UTC assignments were correct before and after cleaning.

One of the many responsibilities for the 349th Logistics Support Squadron is to ensure accountability, inspection, and cleaning of all weapons assigned to the 349th AMW. Technical Sgt. Andrew Kasten and Staff Sgt. Bishop, 60th Supply Squadron manage this program and without them this project could not be accomplished. ✈



Staff Sgt. Yolanda Hutzel, aircraft loader, 82nd APS, cleans an M-16.



Master Sgt. Fred Ziegenmeyer, NCOIC, cargo processing, 82nd APS, reassembles an M-16 after cleaning it.

PHOTOS BY SENIOR MASTER SGT. RON LAKE

The 349th AMW volunteers were:

349th Aeromedical Staging Squadron

Technical Sgt. Ralph M. Davis
Technical Sgt. Michael E. Harris
Staff Sgt. John K. Livingston
Staff Sgt. Marie A. Toves
Staff Sgt. Yuman C. Quan
Senior Airman Melodie C. Pracale

82nd Aerial Port Squadron

Master Sgt. Fred Ziegenmeyer
Technical Sgt. Jamie A. Vasquez
Staff Sgt. Yolanda Hutzel

749th Aircraft Generation Squadron

Technical Sgt. John H. Green, Jr.
Technical Sgt. Petra Johnson
Staff Sgt. Carlos A. Riano

349th Logistics Support Squadron

Master Sgt. Walter G. Albin
Technical Sgt. Andrew J. Kastan
Technical Sgt. Tim W. Woods
Staff Sgt. Glen A. Miller
Staff Sgt. Andrew K. Mojarros
Staff Sgt. Jeff Porter
Staff Sgt. Gary S. Saladino
Senior Airman Marlo Barriosvillagran
Senior Airman Frank P. Minafo

301st Airlift Squadron

Staff Sgt. Paul S. Casadevall
Staff Sgt. Levi D. Cope
Staff Sgt. Andrew B. Robinson

Aerial porters move the Air Force

by 2nd Lt. Dawn J. Young

Asking a person what they do for a living can sometimes turn into a two-hour long, one-way conversation. But, ask a member of the 55th Aerial Port Squadron what they do and it will be explained in five quick and easy words. "We move the Air Force."

"Whether it is passengers or freight, we move it," said Senior Master Sgt. Bud Smith, 55th APS air transportation superintendent.

Freight for the squadron could one day be commissary or Base Exchange goods and supplies, or on another day it could be a tank for the Army or equipment needed in support of current Air Force overseas contingencies. "Cargo varies from day to day," said Smith. "One never knows what the next shipment might be."

One thing that usually stays the same for the squadron is the lead-time they get when preparing to load cargo onto an aircraft here at Travis. The squadron usually has about 12 to

24 hours to plan flight loads. "This is plenty of time to do what we need to do," said Master Sgt. Sanders Willis, chief of information management for the squadron since 1986.

In order to challenge and to give the members of the squadron a taste of what it is like at different ports, members go on temporary duty assignment to complete their annual tour.

"While at different locations we will see shipments come in that need to go back out within a three-hour time period," said Willis. "This gives us great hands-on training." Besides the great hands-on training the members also get a taste of what other ports look like. "We, as Reservists, are supposed to come in and back-fill our active duty counterparts, so deploying to different ports allows us to understand and get a feel for how different ports work. Ports we may one day have to back fill," added Willis.

The squadron has 45 members going to Hawaii later this month to familiarize themselves with the port at Hickam Air Force Base and to

receive the valuable quick turn training.

Coming up next year members will be deploying to Royal Air Force Mildenhall, England, and Elmendorf AFB, Alaska. The squadron has also performed annual tour at Osan Air Base, Korea; Yokota Air Base, Japan; Ramstein Air Base, Germany; and Rhein-Main Air Base, Germany.

Recently, the squadron helped support an air show in San Bernardino, Calif. The 312th Airlift Squadron offered to fly a C-5 to the show. Instead of having the large massive aircraft just sit on the tarmac for display, the public was able to see up-close and first hand, what it looks like to load and unload an M1 tank from a C-5 with engines running. In order for the public to experience this happening first hand, the members of the 55th APS volunteered to help out in this realistic exercise.

So whether the Air Force needs people or cargo, the 55th APS is there to lend a hand in helping to make sure everything and everyone gets to where it is going, no matter what the lead time is. ➔

The year in perspective – aims for future

by Lt. Thelma Jenkins
Budget and Accounting
Assistant

The Financial Management staff wishes to thank you for your support during this past fiscal year. We especially owe thanks to those members of your units that perform the many resource management tasks.

This year brought about numerous changes to the 349th AMW financial management team. We welcome to our team Mr. John McLaughlin, comptroller and Ms. Pat Boucher, budget analyst. They contributed tremendously to a

successful fiscal year 1999 close-out of financial records.

We also realized more efficiency means better access to financial information for users. To accomplish this, a financial web page will be created, which will contain information on the status of funds, military pay, and travel issues.

Some other changes brought about in the financial management world include the following:

- Implementation of the Automated Business Services System, which prepares and submits financial documents electronically.

- Implementation of Resource Management System Training for FY00, which means increased

training for our resource advisors and budget staff.

- Retro payments for hostile fire pay effective Oct. 17, 1998. (The retro payments may have been taxed for those members who were in combat zone tax exclude areas.)

- Imminent danger pay for Ethiopia effective Sep. 13. (Termination of imminent danger pay for locations in Italy, Greece, Hungary, Adriatic Sea and Ionian Sea was effective Sept. 15).

- Fast Start Direct Deposit forms can now be accepted in lieu of the Direct Deposit Sign-up form.

Finally, there is a 24-hour pay call to obtain recent pay information. The number is (800) 755-7413. ➔

C-5 crew delivers supplies

by Senior Master Sgt. Bill Hagen
349th AMW C-5 Standardization Loadmaster

The 349th Air Mobility Wing participated in Operation Phoenix Penguin, support for the National Science Foundation's Operation

Deep Freeze, in September. The crew was made up of select, highly experienced active duty members from the 20th and 21st Airlift Squadrons, the 60th Operations Group and the 660th Aircraft Generation Squadron. The reserve C-5 crew members were from the 301st and 312th Airlift Squadrons, the 349th Operations Group, and the 349th Aircraft Generation Squadron.

Headquartered at Christchurch International Airport, New Zealand, this real-world operation's purpose is the annual resupply of the research facilities at McMurdo Station and Scott Base, Antarctica. The crew arrived at Christchurch in late September, and had to remain 3 weeks, the duration of the mission. Every crew member had to have "open-ended" availability to participate in the mission.



COURTESY PHOTO

Senior Master Sgt. Bill Hagen, loadmaster, 312th AS.

These missions are the most challenging and difficult to execute of any peacetime mission due to the harsh operating environment on the Antarctic continent. Unlike operating in other cold weather environments like Alaska, there are no alternate airfields for safe recovery, and no ready means of providing maintenance support to an aircraft stranded at

McMurdo Station.

The C-5, a major player in this closely-watched effort, is required to land on one of two "low tech" runways constructed on the ice that forms in the bay surrounding McMurdo Station. According to Maj. Terrell Munson, 349th operations group, "There are more opportunities for things to go wrong there than any other place that we fly.

Once the C-5 has landed we have to get it back out within hours."

The reason? Although the "Ice Runway" was 100 inches thick this year, the crew couldn't stay long. As soon as we taxied into position, the weight of the C-5 began to press the surrounding ice downward. This "deflection" can never



The C-5 crew unloads supplies at McMurdo Station, Antarctica



A white runway against a white background

to the bottom of the world

be allowed to reach 25 percent of the ice's thickness. If that ever happens, the ice would crack, and the C-5 would fall through.

Therefore both flight and ground crew do their part to keep the aircraft in the best condition humanly and logistically possible.

The sorties are flown in rapid succession as close to Oct. 1, the beginning of Antarctic spring, as possible.

The resupply has to be completed before November when the ice begins to weaken and strategic airlift operations must cease.

This year, the C-5 flew two sorties to the ice. Both times, carrying 140,000 pounds of essential cargo and a full load of passengers. The flight down is standard fare until the "Go-No Go" decision to land at McMurdo Station.

Then, as the aircraft descends, the crew and passengers put on their extreme cold weather gear, and the flight engineer lowers the temperature throughout the aircraft to acclimate everyone to the temperatures they'll encounter shortly.

Once on the ice, heaters are used to keep the landing gear, hydraulic manifolds and other systems from freezing.

The civil engineers at McMurdo have built cargo operations, refueling facilities, taxiways, parking ramp, and even a small control tower,

in addition to the runways, just for this operation.

In a few weeks, they'll have to tear everything down and wait until next year when they do it all over again.

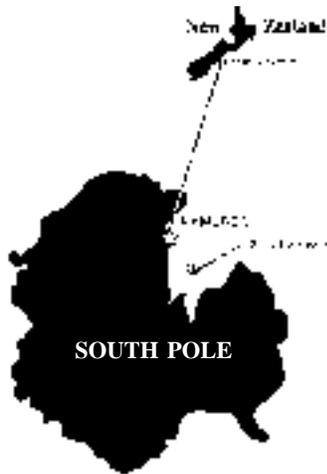
As soon as the offload and refueling are complete, the crew gets the C-5 back into the air as quickly as possible for the return to Christchurch, New Zealand. All in all, it's about a 20-hour workday.

For those of us among this year's "Frozen Chosen," being able to tell others that you've been to Antarctica is something very few people on Earth can say. For Maj. Munson, "It's a privilege to be able to say 'I've been to Antarctica and every other continent on this planet. Pick one - I've been there.'"



COURTESY PHOTO

Master Sgt. Ben Clary, flight engineer, 312th AS.



COURTESY PHOTO

at McMurdo Station, Antarctica.



COURTESY PHOTO

Mt. Erebus, Antarctica

Deep Freeze 99 Ice Crew Members

- Lt.Col. Peter Doby, 312th AS**
- Maj. Terrell Munson, 349th OGV**
- Senior Master Sgt. Bill Hagen, 349th OGV**
- Master Sgt. Joseph Evans, 301st AS**
- Master Sgt. Kenneth Milkent, 301st AS**
- Master Sgt. Ben Clary, 312th AS**
- MSgt Cary Carman, 312th AS**
- TSgt Ernest Burd, 349th AGS**

Anthrax vaccine proven safe, effective

by Brig. Gen. Lee P. Rodgers
AMC Surgeon General

SCOTT AFB, Ill. — Partial truths, misinformation and misinterpretation about anthrax immunization are driving some people to make career-altering decisions based on fear rather than fact. Instead, people need the facts on this critical force protection issue, and those facts are:

- Anthrax is the most likely biological weapon and poses a real threat to our forces, especially in certain high-risk theaters of operation.

- Anthrax, as a biological weapon, is nearly 100 percent lethal.

- The anthrax vaccine is safe and effective.

- Given these facts, failure to immunize our troops would be unconscionable.

How do you know this vaccine is safe?

The anthrax vaccine has been proven safe during more than 29 years of use. The Food and Drug Administration, which has the strictest quality criteria of any industrialized country, has repeatedly verified that anthrax vaccine is safe and effective.

Rumors say the vaccine stockpile is contaminated; how do you know this isn't true?

No valid scientific or even circumstantial evidence exists to support those rumors. Every lot is inspected and evaluated for sterility, safety, purity and potency. Testing is done at the manufacturer and sometimes by the FDA as well. At DoD's request, additional testing with independent verification started in January 1998 on all stockpiled vaccine lots. Any questionable lots are quarantined until testing verifies safety and efficacy.

Is it true no long-term studies of the vaccine have been conducted?

The FDA hasn't routinely recommended, required or conducted

long-term studies for vaccines (including influenza, tetanus, diphtheria, typhoid, polio and yellow fever, to name a few) because neither cancer nor fertility problems are known to be associated with vaccines. **Aren't a lot of people having serious adverse reactions to the vaccine?**

Although one Air Force base is reporting a larger number of possible reactions than expected, across DoD the number of side effects is very small, and mostly very minor. The intense focus and increased media coverage makes the number seem much higher than it is. Any vaccine can cause some people to have adverse reactions. Even vaccines we give our children produce some adverse reactions.

What about the "mystery" illness we hear is occurring?

Most of the individuals with "unexplained" illnesses are located at one base. Many of the illnesses they are demonstrating are rarely, if ever, associated with vaccines. If the vaccine were the cause, one would expect to find the same type of illnesses occurring wherever people are being immunized.

How do we know this vaccine will be effective against inhalation anthrax?

Although the vaccine was formulated to protect individuals exposed to anthrax through skin contact, the bacteria is the same, regardless of the way it gains access to the body. A scientific study of the vaccine's ability to protect people against inhalation anthrax would require exposing both immunized and non-immunized groups to anthrax to ensure the immunized people were protected and the non-immunized people got the disease. Obviously this is not ethical.

Does Admiral Crowe, former chairman of the Joint Chiefs of Staff, have part ownership in the company that produces the vaccine and did he influence

DoD's decisions to immunize?

Admiral Crowe owns stock in a company that financed the purchase of Bioport. However, when DoD made the decision to vaccinate against anthrax, Bioport did not own the company that produced the vaccine, Michigan Biological Product Institute. This company was purchased by Bioport later.

Is it true that the FDA has shut down the anthrax vaccine manufacturing facility?

In 1994, 1995 and 1996, Bioport received rigorous inspections of their plasma derivatives and rabies vaccine manufacturing operations that included several deviations from FDA standards. In March 1997, the FDA issued a "Notice of Intent to Revoke" letter — threatening to initiate proceedings to revoke their license for not correcting these discrepancies. None of these problems were associated with the production of anthrax vaccine.

Will this vaccine be effective against newly developed or altered strains of anthrax?

The current vaccine has been tested against many strains and has been found effective. It would be difficult to develop and weaponize a form of anthrax to defeat the vaccine, which works at the fundamental molecular level common to all kinds of anthrax. It is effective against naturally occurring anthrax strains, and protection is based on a protein found in all known strains of the organism.

Why isn't this a voluntary vaccine?

Anthrax poses a real threat to the military, and immunization is the single most effective way to protect the troops. "We have a vaccine that can protect our troops from this deadly weapon. It would be irresponsible for us to deploy our servicemen and women without using this safe and efficacious vaccine," said Dr. Sue Bailey, Assistant Secretary of Defense for Health Affairs. ➔

Mentoring program brings cultural change

by Chief Master Sgt. Robert Adamiak
349th AMW Education and Training

You've probably heard quite a bit of talk by now about our mentoring program. This article is the first in a continuing series to better acquaint you with the program's goals and objectives.

The 349th Air Mobility Wing mentoring program is a professional development program designed to help officers in the grade of Major and below, and enlisted members in the grade of Master Sgt. and below, reach their maximum potential.

More than just career guidance, this program is intended to provide you with an overview of Air Force history and heritage, air and space power doctrine, and Air Force core values and professional ethics.

In addition, this program will provide on-going, two-way communication to promote personal and professional development.

The goal of the mentoring program is to bring about a cultural change in the way we view professional development.

Mentoring will prepare individuals for the specific and general responsibilities they may be

required to take on during the course of their career. Simply stated, when people are fully prepared, they tend to be more effective at carrying out the mission or a particular task.

Earl Nightingale, one of this nation's foremost leaders in personal development, once said, "Only as one



grows in value as a person – that is, becomes fully qualified for the position they've chosen to aspire to, can they expect to progress to the next level." And that is one of the primary aims of this program.

This is how the mentoring program will work. If you are an officer, major or below, or an enlisted person, master sergeant or below, your supervisor will provide you with a mentoring guide. This guide contains: definition of mentoring, characteristics and responsibilities of a mentor, characteristics and respon-

sibilities of a protégé, mentoring process guide, AF Form 141, mentoring action flow chart; definition of flow chart terms, mentoring program election letter, and mentoring goals.

If you choose to participate in the mentoring program all you need to do is complete a mentoring program election letter and the mentoring process guide, AF Form 141, Part 1, available at the 349th AMW Training Office.

The 349th Mission Support Squadron administers the program. The training division will also have a resource library available where personal and professional development materials can be loaned to you.

When completed, give your package to your immediate supervisor.

The AF Form 141 guides the mentoring discussion and helps the protege identify goals, establish an assignment progression for achieving those goals, and identify any possible barriers.

Other sections of this form include professional development, Air Force history and heritage, air and space knowledge, and core values and ethics.

The discussion between you and your mentor is strictly private, and your completed AF Form 141 is for you and your mentor to keep. It is not filed in your personnel information file. ➔

349TH LOGISTICS GROUP MAINTENANCE WINNERS FOR 1999

**SENIOR MASTER SGT. GREGORY J. MCGEE (349TH AGS)
SENIOR NCO OF THE YEAR**

**TECHNICAL SGT. CARL R. CARLSON (349TH AGS)
NCO OF THE YEAR**

**SENIOR AIRMAN TARA KEMP (349TH EMS)
AIRMAN OF THE YEAR**

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Units can order copies for their offices simply by dividing their total military and civilian workforce by three (1 copy for every 3 people) and ordering the amount they should be getting. An office with 15 people should be getting 5 copies, in other words.

Send quantity requirements via email to afnspub@afnews.af.mil. Include your unit's complete mailing address, including the ZIP Plus-4. Got questions? Call the Airman magazine office at Kelly AFB, TX (DSN 945-7757).

DoD TO IMPLEMENT SMART CARD PROGRAM SOON

WASHINGTON—The military adage “hurry up and wait” may become as obsolete as brown boots and C rations once DoD issues Smart Cards.

DoD wants Smart Cards to replace active and reserve component military ID cards. The cards would also be issued to civilians and certain contractors with access to DoD facilities.

Smart Cards are equipped with an electronic chip, a magnetic strip and a barcode. They've proven to be efficient time savers that can be programmed for use everywhere from dining facilities to weapons armories. They can be used to grant physical access to defense facilities and to electronically access computer networks.

The card can hold information about service members' inoculations, medical and dental records, finance allotments and other data.

Congress designated the Navy, under the direction of the DoD's chief information officer, as the lead agency for the \$145 million program, which would be implemented from fiscal 2000 to 2005. The cost of implementing the program in fiscal 2000 would be about \$13 million.

Defense officials said the first year would be devoted to developing software and obtaining card stock and hardware. During the second year, hardware would be installed in the more than 800 sites worldwide where the military currently issues ID cards and at about 75 new sites. As the equipment is installed, local officials would then begin issuing Smart Cards.

“The greatest thing about the Smart Card is that it allows an organization to take a hard look at its business processes to make them more efficient” said Mary Dixon, director of DoD's new Access Card Office.

RESERVE GENERAL RECOGNIZED FOR TELECOMMUTING ADVOCACY

WRIGHT-PATTERSON AIR FORCE BASE, Ohio - The International Telework Association and Council awarded its Star of Telework Leadership Award to an Air Force Reserve general in October.

Maj. Gen. Terrence L. Dake, mobilization assistant to the commander of Air Force Materiel Command, was one of four individuals and four agencies honored by ITAC at its annual conference in Seattle, Wash.

Every year ITAC recognizes individuals and organizations showing leadership and innovation in telework, and to promote advances in the field.

Under Dake's leadership, the AFMC Reserve program has successfully piloted the use of telecommuting supporting military activities across the globe. His vision and advocacy of telecommuting has been instrumental in allowing reservists to provide better customer service to the active force.

“Telecommuting has added great value to the Reserve program in its capability to carry out a wide range of important missions,” the general said. “Telecommuting is expected to enhance reservists' contribution to the AFMC Workforce 2005 objectives.” (Air Force Reserve Command News Service from AFMC News Service)

RESERVISTS MAY REQUEST FREE U.S. FLAG AT RETIREMENT

ROBINS AIR FORCE BASE, Ga. - Air Force reservists who are eligible to retire with pay from the Selected Reserve may opt to receive a U.S. flag at no cost.

They can request a flag when they complete Air Force Form 131, Application for Transfer to the Retired Reserve. At the same time, reservists can indicate if they want a flag that has flown over the U.S. Capitol in their honor.

The fiscal year 2000 National Defense Authorization Act authorized reservists to request a free flag if they have completed the years of service required for eligibility for retired pay. Officials at Headquarters Air Force Reserve Command at Robins AFB said reservists can obtain more information about this benefit from their military personnel flight.

NAME CHANGE ELIMINATES CONFUSION

WASHINGTON (AFP) — The standard abbreviation for base level Air Force transportation units has changed from TRNS to TRANS.

The change, approved by the Air Force Nov. 2, is also reflected in the Air Force address directory.

According to Air Force officials, the change is an

attempt to eliminate confusion between the transportation squadron and the standard abbreviation for Air Force training squadrons which is TRS.

“Additionally, our customers normally refer to our units as ‘TRANS’,” said Maj. Roger Brooks, chief, strategic planning, combat readiness division, Air Force directorate of transportation.

People at each base-level transportation unit will be working with their local message center to ensure there is no disruption in message traffic distribution. However, according to Brooks, issues such as squadron hats will take longer to change.

“Our position is current stocks showing TRNS may be used until depleted,” he said. “However, all units must be in compliance by Dec. 1, 2000. Unit patches with abbreviations other than TRANS will also need to be updated.”

MILMOD TO REPLACE CURRENT PERSONNEL SYSTEM

RANDOLPH AIR FORCE BASE, Texas- In a little more than a year, military personnel flights throughout the Air Force, Air National Guard and Reserve will begin using state-of-the-art technology to process “total force” personnel information.

The Air Force Military Personnel Data System Modernization program, or MilMod, will replace the current 1970’s technology with a relational database using the Oracle Human Resources software. It’s been more than 20 years since the last major update.

“We’ve been working hard for nearly four years building this modernized system to take Air Force personnel processing into the next century,” said Lt. Col. Ed Oliver, MilMod program manager at the Air Force Personnel Center here. “Now we’re in the final stretch and we are building the world’s largest — and we think the best — human resource system.”

This new system will support all “life cycle” personnel management functions from recruiting through job assignment and ultimately separation or retirement.

In December 2000, after a successful six-month formal testing period, the current legacy system will be turned off and the modernized system will become the system of record for all active duty, Guard, and Reserve personnel processing.

“We’re building the modernized system to support the core personnel mission, with no bells and whistles,” said Oliver.

However, the new system has several inherent improvements over today’s system. The most apparent improvement is the graphical user interface, which will give personnel technicians online, real-time access to personnel information.

“We’ve also standardized the support we’re provid-

ing to the total force,” he added. “This will improve system support to the Air National Guard and Air Force Reserve personnel processes.”

GUAM HOLDS CEREMONY FOR RETURN OF REMAINS OF AMERICAN SERVICEMEN

MCCHORD AIR FORCE BASE, Wash. — The remains of what are believed to be 11 American servicemen from two wars were returned to American soil Nov. 20 for the first time since they went off to war.

A Reserve C-17 aircrew from the 446th Airlift Wing flew the remains of the three American servicemen from the Korean War and eight from the Vietnam War to Andersen Air Base, Guam.

This mission is the first incidence of American servicemen from two wars being repatriated at the same time. For the Korean War soldiers, the event marks the first time in nearly 50 years, since they were declared missing in action, that they have been on American soil.

The three soldiers, thought to have been killed at the Battle of the Chongchon River between late November and early December of 1950, represent only a few of hundreds killed in that region during a period of fierce fighting. More than 8,200 Americans remain missing from the Korean War.

Since joint recovery operations began in North Korea in 1996, the remains of what are believed to be 42 American servicemen have been repatriated. Of those 42, three have been positively identified and returned to their families for burial.

The eight sets of remains from Southeast Asia — two from Laos and six from Vietnam — were recovered by military and civilian members of Hawaii’s Joint Task Force-Full Accounting and the Army Central Identification Laboratory during three separate search and recovery missions held from August to November.

To date, there are currently 2,043 Americans still unaccounted for from the Vietnam War. Since the end of the Vietnam War, 540 Americans have been positively identified and returned to their families for burial.

BUY U.S. SAVINGS BONDS ONLINE

WASHINGTON — Service members who dislike automatic payroll deductions or who find it hard to commit money for U.S. Savings Bonds every month now have a way to buy that’s just a mouse click way: online. The site, www.savingsbonds.gov, is an easily navigable wealth of information. In addition to purchasing bonds, visitors can check current interest rates and learn about the types of bonds.

Two types of bonds are sold online: Series EE and I. The traditional Series EE Bonds sell for half their face value in six denominations from \$50 to \$1,000.

PROMOTIONS

EFFECTIVE NOVEMBER 1

Chief Master Sergeant

Neil W. Curchin, 349th CH

Senior Master Sergeant

Rebecca I. Fletcher, 349th ALCF
Lloyd A. Smith, 55th APS

Master Sergeant

Lieutenant Coopwood, 55th APS
Eric A. Johnson, 45th APS
Kelsie R. Kammerer, 45th APS
Marceline M. Thomas, 349th OSF

Senior Airman

Joshua S. Blackford, 82nd APS
Patrick J. Brown, 349th AES
Jason A. Cook, 55th APS
Amara Garrigus, 349th AES
Teresa Gomez-Vargas, 349th MAS
Anthony McCottrell, 55th APS
Steven M. Morris, 45th APS
Teresa L. Serrano, 82nd APS
Jodi L. Slezak, 349th MAS
Linda J. Stoute, 349th ASTS

Technical Sergeant

Aaron A. Bailey, Jr., 349th ASTS
Limwell Q. Dollesin, 349th AGS
Dorothy E. Ebert, 349th CH
Cynthia G. Gaul, 45th APS
Jonna A. Guin, 70th ARS
James A. Kimball, 82nd APS
Larry C. Kirk, 349th CRS
Jonathan Krumwiede, 301st AS
Gloria R. Lim, 45th APS
Jamie S. Lindquist, 349th CH, Det. 1
Carmen W. Madia, 349th OSF
Glen A. Miller, 349th LSS
Darnell V. Redd, 349th AGS
Roderick Robinson, 349th CS
Shawn A. Simmons, 79th ARS
Trevor L. Thorpe, Jr., 349th AGS
Thomas P. Trahan, 55th APS

Staff Sergeant

Ray A. Allemand Jr., 749th AGS
Kerryann N. Atis, 349th CRS
Cheryl L. Bailey, 349th LSS
Jeffrey C. Burnaman, 70th ARS
Joshua A. Freeman, 349th AES
Reb Gonsalves-Frantz, 349th AGS
Keith A. Ingram, 349th CRS
Tara L. Kemp, 349th EMS
Rachel Krevocheza, 349th LSS
Lynn W. Myers, 45th APS
Gilbert Ontiveros, 349th AES
Magdalena Y. Ortega, 349th CH, Det. 2
Matthew B. Rose, 79th ARS
Jeffrey C. Seals, 55th APS
Dawn M. Swick, 349th CH
Elizabeth Waggoner, 349th CS
Shaochieh Young, 349th CS

Airman

Terrill G. Currington, 349th MSS (4 Nov 99)
Travis A. Moilanen, 349th MSS (11 Nov 99)
Faye K. C. Scott, 349th MSS (11 Nov 99)
Brian D. Whitmer, 349th MSS (25 Nov 99)

Airman First Class

Scott M. Findley, 349th AGS
Hiep P. Tran, 55th APS
Saul Valenzuela, Jr., 349th ASTS

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PHOTO BY STAFF SGT. SHAYNE SEWELL