

CONTACT

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

VOL. 17, No. 8

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COMMANDER'S CORNER

by Col. Gerald A. Black
349th AMW Commander

The world we live in is a wonderful but dangerous place, which is why we in the military spend our lives living in peace but prepared for war. Now at the end of the century that spawned the electronic revolution, we are facing a battle which is very much a product of our times. The Y2K is a cyber attack directed at the very core of our military capabilities — at our ability to obtain, process and control information that allows American forces to dominate the battlefield, according to Secretary of Defense William Cohen. “Y2K is an enemy attack of the rarest kind. We know the time of his planned attack. We know the place. We know the consequences. And we know that we have absolutely no excuse not to prepare.”

Computers have become a tool so integral we can barely remember working and living without them. The millennium bug, unchecked, will affect us all on a very personal level. Thus the emphasis on fixing individual systems. Now the focus has shifted to the big picture, according to Cohen.

DoD is the largest organization in the U.S., employing more than 3 million people worldwide. But in this case, size and centralization worked in our favor. We have the resources, money, technical expertise, and a plan. The only element lacking is time. So what's been accomplished?

At Travis, a 349th-60th Tiger Team has been working

diligently to insure continuity of operations: concentrating on what it takes to perform the mission. Critical systems include power, water and sewer, telephones, and fuel. Working together, the local military and civilian communities have tested all these systems, set up workarounds, and planned for contingencies. PG&E, WAPA, the Vallejo Water Treatment Plant, FSSD, NORTEL, Cellular One, and Motorola, all of which have huge stakes in Travis, and vice versa, are either compliant or assure us they will be.

We in the Reserve pride ourselves on seamless integration with the active duty. This Y2K problem is no different. In fact, we've had lots of experience working on short notice with minimal communication, a widespread workforce, and under primitive conditions. Think of Y2K like this: it's just another test of our primary mission to survive and operate.

According to top officials, the Air Force was 96 percent Y2K compliant as of July 1, 1999. But we can and will get better. In the long run, the millennium bug may prove to be a great wakeup call for us all, destroying our smug complacency and entrenched bureaucracy, forcing us to deal rapidly with a rapidly-changing electronic world. ➔

COMMAND CHIEF MASTER SERGEANT'S CORNER

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

I am very pleased to announce the formation of a new enlisted forum in our wing, the 349th Air Mobility Wing Top Three Council. This newly formed group of senior noncommissioned officers has already held their elections of officers.

The members of the Top Three Council are Senior Master Sgt. Robert Potter- President, Master Sgt. Jimmie Speers-Vice President A Flight, Senior Master Sgt. Donald Gagnon-Vice President B Flight, Master Sgt. Ronald Blessing-Vice President C Flight, Master Sgt. Mary Anne Fritz-Treasurer, Master Sgt. Geraldine Bliss-Secretary A Flight, Master Sgt. Mark Trovinger-Secretary B Flight, Senior Master Sgt. Wayne Darlington-Secretary C Flight, Master Sgt. Charlene Swigart-Treasurer B Flight, Master Sgt. Patsy Long and Master Sgt. Jeanette O'Dell.

The Air Force has been an institution that thrives on change, but never so successfully as during the past few years. We've reduced our personnel by a third, retired many of our people and weapon systems, and our budget is down by

approximately 40 percent from the Cold War. During this period, the Air Force has restructured itself from top to bottom. In spite of this, we have done a lot to improve our capability to perform the mission.

However, I believe we still have a long way to go in assisting our enlisted personnel. That's one of the reasons why this council was established.

The Top Three Council's goal is very simple: Enlisted helping enlisted. As senior non-commissioned officers, we are already members of a very elite group.

We are also in the best Air Force in the world. As a member of the 349th AMW Top Three Council, you will be given the opportunity to meet new people, be exposed to a vast amount of experience and knowledge, and be in a great position to help others.

I am encouraging all enlisted personnel in the grade of Master Sergeant and higher to come and join me in being a part of the largest enlisted group in the wing. ➔

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Cover Photo:

An F-16 gets in position to take on fuel from a 70th Air Refueling Squadron KC-10 during the "Patriot Angler '99" exercise in Alaska.

**(Photo by Maj. Jennifer Stebbins
60 AMW Public Affairs, IMA)**

Whit Peters confirmed Secretary of the Air Force

“

It is an honor and distinct privilege to be confirmed as the 19TH Secretary of the Air Force. I greatly appreciate the confidence and trust the President, Secretary Cohen and the Senate have placed upon me to lead our nation's Air Force into the 21st. Century.

The 20 months I've been part of the Air Force team have been challenging and extremely rewarding. General Ryan and I have formed a strong leadership team and will continue to remain focused on taking care of our outstanding people and laying the foundation for the expeditionary aerospace force that will meet the challenges of the new millennium. I look forward to continuing that effort in partnership with our Total Force — active duty, Guard, Reserve and civilians.

I look forward to serving our nation with the same sense of pride, dedication and commitment demonstrated by our outstanding Air Force men and women.

They serve proudly, with great professionalism and make enormous sacrifices on behalf of our great nation. It is truly a privilege to be a part of the Air Force family. ”

-Whit Peters

Wing website is under construction

The 349th AMW Public Affairs office is in the process of redesigning the wing's home page and we would like your suggestions.

We would like to know what you want to see on the web page. What kind of links would be helpful to your unit and mission? Of course, we all know we cannot put any privacy act information on the public web site. Please call Mr. Ron Lake or Staff Sgt. Shayne Sewell at (707) 424-3936 or e-mail us: Ronald.Lake@travis.af.mil or Shayne.Sewell@travis.af.mil, to give us your ideas.

If your unit wants to design its web page and you need to link it off the home page, please call Ron Lake, or stop by the public affairs office for guidance. All unit websites

must be approved by public affairs before they are posted.✈

First in, last out during wartime

Story and photos by Staff Sgt. Robin Jackson

A career field with many specialties is the way to describe the air transportation career field.

The 82nd Aerial Port Squadron is filled with exceptionally qualified personnel with the ability to do a variety of jobs within their field.

“The 82nd has a good reputation throughout the Air Mobility Command and within other aerial ports,” said Maj. Sandra Yope, 82nd APS commander. “It’s the people who make the squadron what it is and I’m very honored to have taken command of this great unit.”

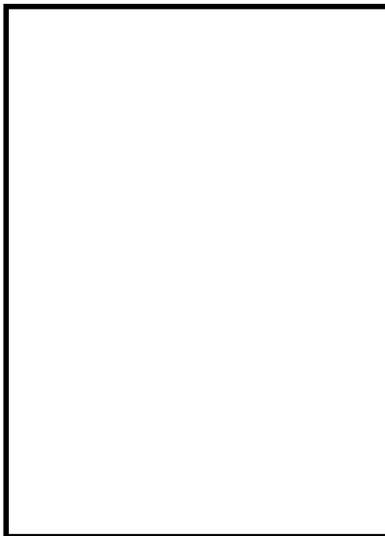
“The aerial port community, consisting of 227 people, is normally the first in and the last out during wartime,” said Chief Master Sgt. Charles Gower, air transportation manager. “We process people and move equipment by air, anything from trucks or tanks to support administrative equipment, during a wartime tasking.”

The squadron itself is made up of five primary sections; cargo processing, ramp services, passenger services, special handling and the Air Terminal Operations Center, Gower said.

According to Gower, the career field is very diversified. Each section is responsible for different jobs, however, anyone trained as an air transportation specialist is capable of working in all sections.

Cargo Processing receives cargo from the senders, processes it and palletizes it for loading. Ramp Service places the actual cargo on the aircraft.

Passenger service checks-in the personnel at the Space-A counter, reviews their mobility orders and/or clearances and sends them on their way to their



Staff Sgt. Cecil W. Rockett Jr., cargo processor, prepares cargo for shipment.

destination.

“I’ve been in this career field since I entered the Air Force 16 years ago and I enjoy it,” said Staff Sgt. Ana V. Martinez-Estevés, passenger services. “I have the ability to be assigned and work anywhere in the world and I like that.”

The special handling section documents and prepares specific items for shipment, such as secured mail, hazardous material and currency.

“In special handling we load and unload anything from bananas to large bulk engines,” said Staff Sgt. James Middleton, supervisor. “We track each item that comes through here very closely. If it requires specific instructions this section completes it.”

The Air Terminal Operations Center provides the schedule and coordinates the loading and unloading of all shipment arrivals and departures.



Staff Sgt. Ana Martinez-Estevés, helps a customer at the Passenger Service Center.

The ATOC load planners are a vital part of the Aerial Port. They handle the command and control function for all aircraft loading times, which keeps the mission on track.

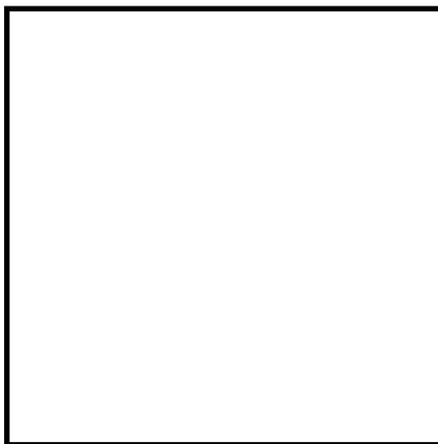
The 82nd just completed their annual tour last month at Kadena Air Base, Okinawa, where they augmented the active duty and received good hands-on training in the process.

According to Gower, thirty-three members from the 82nd APS are so dedicated to the mission that they fly in from Arizona monthly for their UTA.

“I have people who are willing to come out here and put in long hours to provide help during a humanitarian or whatever mission

we are working on at the time.”

“It’s the commitment of these people that makes the Air Force Reserve what it is today,” said Gower. ➔



Staff Sgt. Lee Ann Stephan, load planner, reviews documents for cargo processing.

KC-10 crew participates

Maximum training,

By Maj. Jennifer C. Stebbins
60th AMW Public Affairs (IMA)

Call them maximizers! All the ingredients of air mobility, total force and global reach came together as members of the 349th Air Mobility Wing supported "Patriot Angler 99," an air combat training exercise. There were reservists—"traditional," Air Reserve Technicians and even an Individualization Mobilization Augmentee, as well as some active duty folks. There were fighters and tankers. There were aerial porters, boom operators, crew chiefs and pilots. There were passengers, cargo and fuel. There was hot and cold, weather, that is.

All these pieces came together the weekend of August 7, as members of the 70th Air Refueling Squadron transported fighters, their people and equipment from Luke Air Force Base, Ariz., to Elmendorf AFB, Alaska.

This "fly away" was unprecedented in the amount of difficult-to-accomplish training performed in such a short time, according to Lt. Col. Jim Lynott, 70th Air Refueling Squadron Commander. Attention-to-detail planning and precision timing is critical to mission success.

Two KC-10 Extenders, Orca 71 and 72, left Travis Aug. 6 for Luke, accomplishing 10 on 10 air refueling en route. At Luke, boom operators and aerial porters on-loaded seven pallets of cargo and 60 passengers onto both

aircraft. Crew chiefs refueled and serviced the airplanes, getting them ready for the long flight ahead.

After takeoff from Luke the next day, each KC-10 refueled F-16s from the 944th (Reserve) and 310th Fighter Wings at least twice.

Meanwhile, two more KC-10s took off from Travis to rendezvous. But, not without a brief maintenance delay expertly handled by Technical Sgt. Nancy Turgeon, 70th ARS flight engineer.

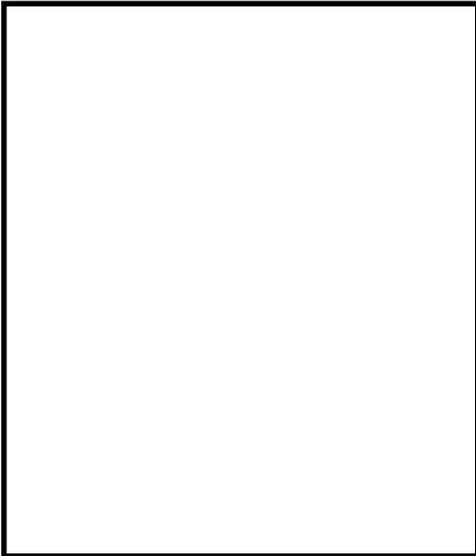
After the first two air refuelings, Orca 71 and 72 passed the fighters forward and Orca 73 and 74 performed three more fuel transfers. Following these, Orca 73 and 74 proceeded to Eielson AFB, Alaska.

Orca 71 and 72 landed at Elmendorf to download passengers and cargo and then quick turned to join Orca 73 and 74 at Eielson. The off load was accomplished in less than an hour!

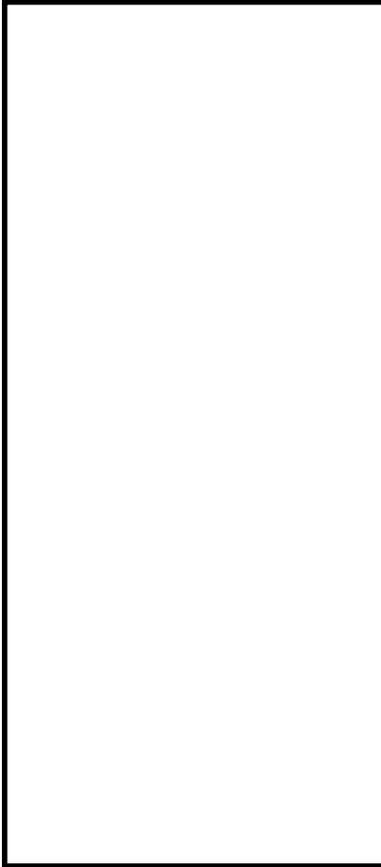
"The amount of training we accomplished in this one week-end would normally take months," said Lynott. "This way, everyone wins, the reservists get the necessary training, the fighters get to Alaska, and employers don't have to give up their employees for such long periods of time."

"Six days after returning from the desert, the 70th ARS was flying combat missions over Kosovo for Operation Allied Force. Employers have been extremely generous in allowing squadron members extended military leave.

"This mission was designed to minimize further inconvenience to employers by accomplishing maximum training with minimum interruption to civilian work schedules," Lynott said.



Lt. Col. Scott Davis, KC-10 chief pilot, prepares for take-off during "Patriot Angler '99" exercise.



Five F-16's from Luke AFB, Ariz.

in "Patriot Angler '99"

minimum time

"It's much more than just doing the mission," said Lt. Col. Scott Davis, 70th ARS Chief Pilot. "It's about working together, it's about being friends, really almost family. That's what these missions are all about."

It's about taking care of each other. With a crew of 17 people, there are many details to attend to and this mission required a lot of coordination. Davis, who will retire after this mission, kept the well being of the crew at the forefront— personally attending to meals, billeting, etc., so crewmembers could do their jobs.

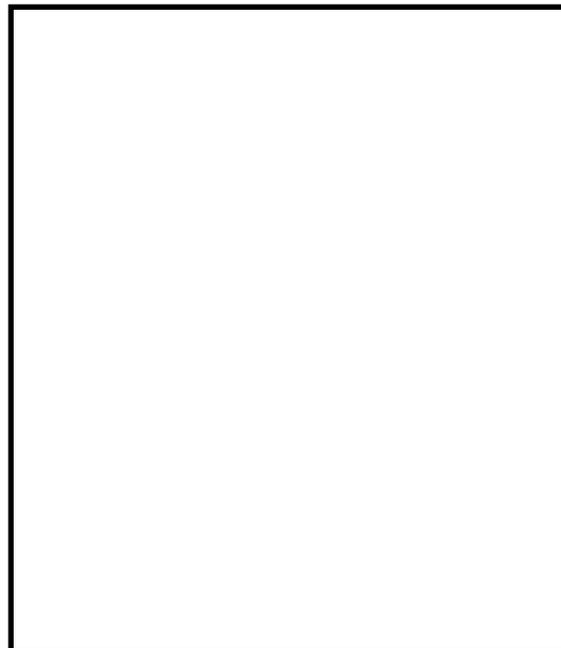
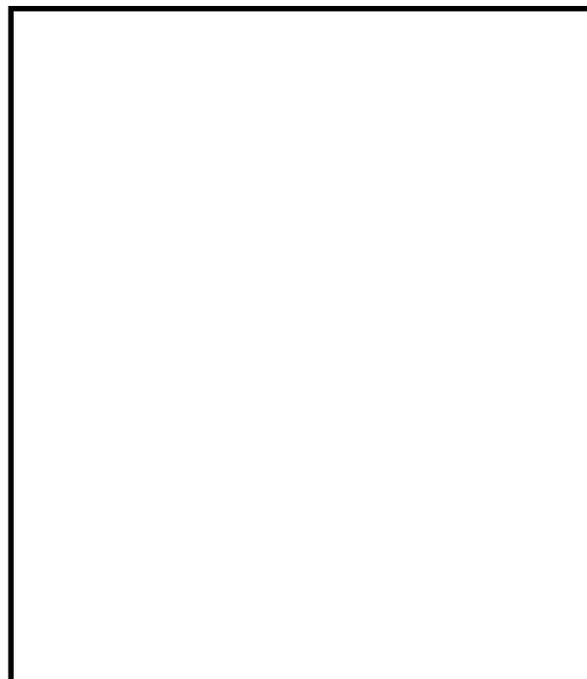
"It was really rewarding, watching all the pieces fall into place," said Senior Master Sgt. Celeste Barcelo, a 70th ARS boom operator.

The planning for this mission took about six weeks with the last two weeks dedicated to fine tuning. "We accomplished so much more than training, we built teamwork and esprit de corps," she added.

In all, 80 reservists from the 45th and 82nd Aerial Port Squadrons, the 749th Aircraft Generation Squadron and the 70th ARS in four KC-10s transferred 128,000 pounds of fuel to nine F-16s and on loaded/off loaded more than 100 passengers and 60,000 pounds of cargo. On the return

leg, they transferred 425,000 pounds of fuel among the four KC-10s.

The training accomplished included formation flying, overseas sorties, heavy and fighter contacts, instructional upgrades, proficiency sorties, maintenance pallet build up qualification, and passenger/cargo movement. ✈



(Above) Technical Sgt. Stephen M. Sila, KC-10 instructor boom operator, refuels an F-16, as Maj. Paul S. Dwan, flight surgeon, 349th Contingency Hospital, observes. (Below) Senior Master Sgt. Celeste Barcelo, KC-10 boom operator, refuels an F-16 as Staff Sgt. Thomas J. Bond, information controller, 45th APS, observes.

..., rendezvous with the 70th ARS.

American Red Cross supports reservists

SAN FRANCISCO—American Red Cross Bay Area Chapter members always stand ready to provide emergency communication and support services to area National Guard and reserve military members and their families whenever some of the 33,000 reservists across the country are called to action.

“No matter what happens in the future, Bay Area Chapter Red Cross members will be there supporting the communication needs of the men and women of the U.S. military,” said Harold Brooks, Chief Executive Officer of the Bay Area Chapter. “Red Cross personnel are with the troops throughout the world, and Bay Area Chapter members are here to transmit important messages about births, deaths, and grave illnesses in the family. These courageous and dedicated Red Cross workers are ready to help us fulfill our promise to the American people of helping support military all over the world.”

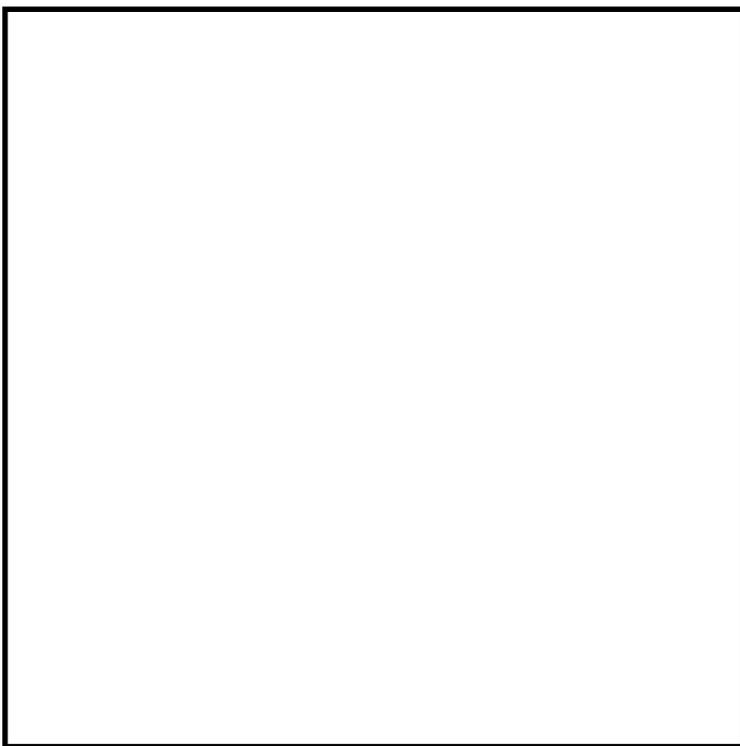
American Red Cross Bay Area Chapter Emergency Services operators are ready to field inquiries and provide assistance to Bay Area military members and their families. If reservists deploy, the Red Cross staff will be there to provide support and outline Red Cross services available to the military and their families. For information about emergency communication for members of the military and their families, call 1-800-660-4272.

For example, three American Red Cross Armed Forces Emergency Services personnel arrived in Tirana, Albania, April 19 to support U.S. military troops involved in NATO operations. The Red Cross office in Albania was operational and received emergency communications. Red Cross members supported deployed troops by facilitating emergency communication services between military members and their families. They also provided morale-building activities for the troops throughout their deployment.

Red Cross Armed Forces Emergency Services transmits more than 1.4 million emergency messages to members of the U.S. military and their families each year. That is about one message every 22 seconds. Red Cross services to military members and their families may include emergency communications and messages; information and referral; budget and personal counseling, if needed, and financial assistance.

The American Red Cross Bay Area Chapter is dedicated to helping make families and communities safer in the bay area and around the world. As a volunteer-led organization, the Red Cross relies on the generosity of people who donate their blood, time, energy and money. The Red Cross is not a government organization, so we rely on this generosity to enable us to answer the call when help can't wait. ➔

TopSTAR training location now open



Col. James T. Turlington, Mobilization Assistant to the Command Surgeon AMC (left); Geoffrey Weideman, Mobilization Assistant to the USAF Surgeon General; Brig. Gen. Linda Stierle, Director Medical Readiness Doctrine and Planning and Nursing Services; and Col. Thomas “Tim” Loftus, Commander, 60th Medical Group, cut ribbon to dedicate the TopSTAR training location at David Grant Medical Center.

The TopSTAR facility is on the third floor of DGMC, in the former VA unit. This training location is a Total Force endeavor, providing sustainment training for both reserve and active duty medical personnel.

Participation in the TopSTAR program is designed to fit a two-week annual tour, for nurses and medical technicians. The program is currently being expanded to include dietary technicians and other medical Air Force specialty codes, both officer and enlisted.

An honor well deserved

By Capt Tania Daniels

The 301st Airlift Squadron, one of two C-5 squadrons within the 349th Air Mobility Wing, was recently named the recipient of one of the highest awards given by the Air Force Association, the President's Award for the Air Force Reserve Command. The award was given based on the squadron's unparalleled and selfless performance during a C-5 flight to Florida over the 4th of July weekend last year.

As many will remember, fires had spread throughout much of Florida in early summer 1998 and were destroying homes and threatening lives at an alarming rate. With the damage continuing, the Federal Emergency Management Agency decided to request help from the Air Force. That request came at the end of the day, July 3, and was directed at the airlift community.

When the call came to Travis, eight members of the 301st AS and one member of the 60th Aircraft Generation Squadron, volunteered to help in the fire fight.

"When we got the call for this mission, after duty hours the day before the 4th of July holiday, the willingness of these individuals to participate with minimum lead time and leave their families over the holiday was tremendous," recalled Lt. Col. Lonnie Williams, 301st AS Operations Officer. "They saw the urgent need for aircrews and it speaks well of their commitment to the Air Force and this country."

The crew volunteered so quickly for this mission that it allowed them to enter minimum crew rest and be the first C-5 Galaxy to depart Travis. The mission was scheduled for a seven hour day, flying to Klamath Falls, Oregon, to deliver command and control personnel and equipment to set up contingency operations for the numerous aircraft scheduled to arrive over the next week. The crew was scheduled to stay the night and the next day carry 41 fire fighters and seven fire trucks to Florida to extinguish the many fires.

Despite numerous problems at takeoff from Travis, the crew decided, during the flight, that after their stop in Oregon, they would fly straight to Florida and forgo the crew rest. The crew knew that if they could make this happen, personnel and equipment could arrive approximately 20 hours earlier in Florida, giving fire fighters critically needed time to douse the flames that caused the evacuation of nearly a quarter of a million people.

After receiving permission to do this, and despite two

aircraft pressurization losses at altitude (requiring the crew to don emergency oxygen masks each time) and subsequent emergency descents, as well myriad maintenance and loading difficulties when they arrived at Klamath Falls, the crew kept the mission on track and arrived at Jacksonville Naval Air Station, Florida, 20 hours ahead of schedule. Upon their arrival, the fire trucks were rapidly downloaded with the fire crews departing immediately to fight fires only 20 miles away from the field.

With the personnel and equipment safely on the ground in Florida, the crew decided to return to Travis so the aircraft could be used again to fly to Oregon to move more fire trucks. So what was planned as a seven hour day for the volunteer crew, turned into more than 23 hours. But according to the crew, it was well worth the extra effort.

"For a reservist, this is a fantastic mission, said Capt. Michael Casebeer, 301st AS, the aircraft commander for this particular mission. "We really did make a big difference and there is no question in my mind that we contributed to saving people's homes from burning. To make a difference in the United States when our people need help is truly rewarding."

"Once again, with no notice, Travis members sacrificed their personal lives to participate in this critical humanitarian mission," commented Williams. "They are a testimony to the quality, professionalism and patriotism of our people."

"I am so proud that a Reserve squadron has won such a prestigious award," said Lt. Col. Pete Marcuzzo, 301st Airlift Squadron Commander. "It goes to show the proud tradition of Reservists supporting crisis missions, day in and day out."

A representative of the 301st AS will attend the Air Force Association annual convention in Washington D.C., September 13 through 15 to receive the award. ✈

The honored aircrew consisted of :

Maj. Gregory Gibbs, 301st Airlift Squadron, Pilot
 Capt. Michael C. Casebeer, 301st AS, Aircraft Commander
 Capt. William W. Barbour, 301st AS, Pilot
 MSgt. David M. Cramer, 301st AS, Loadmaster
 MSgt. Scott S. Kennedy, 301st AS, Loadmaster
 MSgt. Alejandro E. Paneda, 301st AS, Loadmaster
 TSgt. Douglas E. Brem, 301st AS, Flight Engineer
 TSgt. Steven L. Gramling, 301st AS, Flight Engineer
 SrA Timothy M. Rosenau, 60th AGS, Crew Chief

FEDERAL FAMILY LEAVE ACT EXPANDED

WASHINGTON, D.C.—Federal workers soon will be able to use up to 12 weeks of accrued sick leave annually to care for ill family members.

The change is an extension of the Family and Medical Leave Act of 1993. Under that act, federal workers were allowed to use up to 13 days of sick leave to care for family members and up to 12 weeks of unpaid leave. The extension, announced May 23, allows workers who need as many as 12 weeks per year to use them without losing pay in the process.

Diane Disney, DoD's deputy assistant secretary of defense for civilian personnel policy, was quick to point out, however, that the act does not provide additional sick leave for employees.

"Employees accrue sick leave at the rate of four hours per pay period, or 13 days per year," she said. "So if someone needed to use 12 weeks of paid sick leave, that represents four and a half years of accrued leave. It's got to be on the books in order to use it."

"We also now have what we call the 'sandwich generation,' in which people have small children, but also have parents they are taking care of who are elderly or ill," Disney said. "So the stresses and strains are much more profound in some ways than they were on families in previous generations. It was clear from these demographic factors that we had to find ways to help people balance their work and family responsibilities without devastating their income base."

She said both workers and DoD come out on top with the program's expansion. For example, she said quality workers are more likely to be attracted to and stay with the federal government. And, she said, employee performance will improve in the long run.

"If someone is at work knowing there is a sick child at home, the child isn't getting the adequate care and the work isn't getting adequate attention," Disney said. "It's much better for the department to encourage employees to take the sick leave. Then they can come back and focus on the work they're getting paid to do."

The Office of Personnel Management is working on the federal regulations for the program's expansion. Those are expected to be published in the next two months. In the meantime, employees who have questions about the program should contact their local civilian personnel managers or offices.

PENTAGON STUDY MAY IMPROVE RESERVE TRAINING, ORGANIZATION AND UTILIZATION

WASHINGTON—A year-long DoD-wide study recently released by the Pentagon may greatly improve the way reserve component forces are trained, organized and utilized into the new millennium.

That's the assessment by Charles Cragin, acting

assistant secretary of defense for reserve affairs. He was a key player in conducting the study "Reserve Component Employment 2005," or RCE-05 for short.

"I think it's exciting because the only constant we have in our society today is the constant of change," Cragin said. "This is an inclusive look at how we're going to utilize and rely on the Guard and Reserve in the future. I think members of the Guard and Reserve are going to get a lot of professional and personal satisfaction as we clearly delineate some of the existing missions, as well as new missions."

Cragin said RCE-05 focused on homeland defense, smaller-scale contingencies and major theater wars. Within those three areas, the study recommended changes for the near future and identified issues for further study.

"The classic way we have always worked is in a unit, and you bring everybody into one geographic location. Well, that isn't terribly cost effective if what we're looking for is their professional expertise," Cragin said. "We have the ability through advanced communications systems to interconnect people so they become a virtual unit. "What we'll have, then, is 400 information operations experts spread out across America. They will be interconnected, and they can be carrying out collective information operations missions."

Cragin said a major part of the study regarding small-scale contingencies focused on operations tempo and rotational duration.

"What we're trying to do is take a look at what is the right rotational duration as it relates to commanders' requirements and to reserve component members' responsibilities with their employers," Cragin said. The unified commands have various rotation standards ranging from 90 to 270 days.

"What we will do now is see if there's an optimum period that fits the way everyone is doing business," he said. The Air Force, for example, is looking at 90-day rotations for its new expeditionary forces. "Perhaps that's the appropriate duration for reserve deployments as well," he remarked. "We'll continue to look at that issue."

The study examined two critical issues regarding major theater wars: the definition of strategic reserve and the improvement of post-mobilization training for reserve component forces. Other major theater war recommendations included the following actions for consideration.

Within the Air Force, creating "associate program squadrons" in tactical fighter squadrons comprised of reservists to fill shortages and guarantee full manning in wartime. Transferring one B-52 and one B-1B squadron from the active to reserve component to help alleviate the current shortage of active duty pilots. Converting one Air Force fighter wing from active to reserve component.

Although RCE-05 raised a variety of issues that still must be resolved, Cragin said one of the best things that could have occurred because of RCE-05 has already taken place—the services and all components willingly worked together to make the concept of total force integration a success.

ART PILOT RETENTION ALLOWANCE SEEKS TO KEEP FULL-TIME FORCE

ROBINS AIR FORCE BASE, Ga.— To stem the exodus of full-time air reserve technician pilots, Air Force Reserve Command implemented a command wide retention allowance July 18 for GS-12 through GS-14 ART pilots.

As civil service employees, ART pilots provide a full-time cadre of personnel to perform day-to-day duties and train traditional reservists. Over the past three years, an average of 13 percent of the GS-12 to GS-14 ART pilots assigned to the command left civil service, primarily to take airline pilot jobs. In 1996, 55 of the 493 pilots assigned to the command gave up their civil service careers. The next year another 69 out of 497 departed. Last year the Reserve saw 70 out of 519 leave their GS jobs.

“In the past, we’ve had pilot retention pay available on a case-by-case basis but not as a group allowance,” said Carolyn Burnam, personnel staffing specialist and program manager at Headquarters AFRC. “The purpose of this program is to provide consistency across the command. It took close to a year to obtain approval from the Department of Defense.”

Under the new program, GS-12 and GS-13 pilots receive a 10 percent allowance every pay period, while GS-14s get a 5 percent allowance. The percentage rate is based on the employees’ basic pay, not including locality pay.

Since the retention allowance is not part of employees’ basic pay, it is not used when determining promotion entitlement or calculating high-three salary for retirement purposes. It is also not part of Thrift Savings Plan contributions or included in Federal Employee’s Group Life Insurance determinations.

Fixed-wing and helicopter pilots receive the allowance. Pilots not assigned to flying units, who are assigned to rated flying positions such as safety officers and air commanders, also are eligible for the allowance.

The retention allowance must be revalidated annually to determine if the allowance is still warranted. The command will discontinue the allowance if retention problems no longer exist. According to command officials, the Reserve does not have a plan in place but is looking into establishing a pilot retention allowance for traditional reservists or full-time Active Guard and Reserve members.

DOD HONORS STEVEN SPIELBERG

WASHINGTON (AFP) — Defense Secretary William S. Cohen presented the Defense Department’s highest civilian award to director Steven Spielberg at an Aug. 11 ceremony.

A military honor cordon welcomed Spielberg to the Pentagon, where he received the Department of Defense Distinguished Civilian Public Service Award for his 1998 film “Saving Private Ryan.” The movie sparked national awareness of the World War II generation’s sacrifices.

Cohen said it helped reconnect the American public with the nation’s men and women in uniform.

Spielberg’s “masterpiece poignantly captured the stirring sacrifices of America’s World War II heroes, and paid living tribute to their indomitable fighting spirit,” Cohen stated in the award citation. The film is a “historic contribution to the national consciousness, reminding all Americans that the legacy of freedom enjoyed today endures in great measure because of their selfless and courageous actions.”

“Saving Private Ryan” also prompted veterans to reveal personal war stories, Cohen said.

“For decades, many of the veterans struggled to find the right words, the right way to share with family and friends what they had suffered through during that war. Over the past year, we have heard so many stories of veterans, who after seeing this film, finally venturing forth to tell a son, a daughter or a grandchild of their experience.”

“So this film has not only provided an emotional catharsis for yesterday’s veterans, but a reminder to today’s soldiers that the ‘gift outright’ was many deeds of war, that blood and bone and soul was sacrificed so that a mechanized evil in Europe would not triumph and stamp out the fires of freedom,” Cohen concluded.

“I think that if Americans could renew their vows with America, as I have through the working privilege of making ‘Saving Private Ryan,’ they could feel a pride in their country that right now fills my heart and soul, and makes me humble,” Spielberg told the military and civilian guests attending the ceremony.

Spielberg said his goal in making “Saving Private Ryan” was to remember the sacrifices of his father’s generation and to try to get his children’s generation to honor the past. He wants them to understand what World War II did for America and the world.

ENLISTED RANKS WILL GO UNCHANGED

WASHINGTON (AFP) — Based on the recommendations of an air staff working group and the command chief master sergeants, the Air Force has no plans at this time to rename the first four enlisted ranks.

Earlier this year, the Air Education and Training Command suggested the change in an effort to free up the term airmen for more general use. The idea was that if “airmen” did not refer to any specific grade, it could be used more freely to refer to all blue suiters, in the same way that “soldiers” and “sailors” are used to refer to uniformed members of the Army and Navy.

One of the reasons cited by both the working group and the command chief master sergeants for not pressing ahead with the suggested changes was that any confusion between the core term “airmen” and the junior enlisted rank names was not viewed as a serious concern at this time.

Also, many feel the importance of maintaining “airmen” and the junior enlisted rank names as part of our Air Force heritage may outweigh any perceived benefits.

PROMOTIONS

EFFECTIVE JULY 1

Chief Master Sergeant

Irvin T. Crumpler, 45th APS

Senior Master Sergeant

Cynthia A. Laughlin, 349th CH, Det. 2
Bernadette C. McNulty, 82nd APS

Master Sergeant

Rodney M. Metoyer, 82nd APS
David L. Palmer, 79th ARS
Ian A. Palmer, 82nd APS
Manuel J. Santos, 349th CS
John E. Temple, Jr., 349th CS
Martin F. Walker, 349th MAS
Anna M. Yoakum, 349th MDS

Technical Sergeant

Richard L. Anderson, 82nd APS
Forrest F. Bashaw, 349th CRS
David M. Bellerive, 349th CES
Raman R. Bhanot, 749th AGS
Glenn P. Carbullido, 349th AGS
Clint A. Davidson, 82nd APS
Donald P. Davis, 79th ARS
Todd A. Drosis, 749th AGS
Allen L. Hanson, 749th AGS
Gilbert P. Lee, 349th CRS
Gary J. Manes, 55th APS
John B. Mobley, 312th AS
Lowell J. Nahe, 349th CES

Stephen M. O'Conner, 749th AGS
Jeffrey S. O'Dell, 70th ARS
Esther L. Ruiz, 82nd APS
Hugh K. Wesley, 349th AGS

Staff Sergeant

Michael C. Alcoriza, 349th MDS
Clarissa Anzaldúa, 349th MSS
Rachel M. Beard, 312th AS
Douglas A. Bender, 55th APS
John D. Burns II, 349th SFS
Willam J. Coleman, 349th CH
Levi D. Cope, 301st AS
Ronald D. Delatorre, 349th LSS
Kevin E. Q. Fejarang, 349th CRS
Fredric B. Ignacio, 349th CRS
Brian T. Kluz, 349th CRS
Brian O. Merg, 349th CH
Stanley D. Newhard, Jr., 349th MSS
Denise M. Oerther, 349th MSS
Ashley L. Passman, 349th CRS
Charles Patterson, 349th AES
Zachary Patterson, 349th CRS
Brian L. Robinson, 349th CH
Jeffrey A. Simpson, 349th MSS
Leeann Stephan, 82nd APS
David C. Straughn, 349th EMS
Travis K. Saffery, 349th CRS
Jenni R. Trumble, 349th CH
Chad E. Wedekind, 349th CH

Senior Airman

Mickey K. Chan, 349th MDS
Jeffrey S. Chapple, 349th MDS
Brenda A. Chisum, 349th MDS
Kimberly A. Fore, 349th MDS
Araceli A. Inda, 301st AS
Heather D. Johnson, 55th APS
Maryrose Johnson, 349th MAS
Avril D. Labelle, 349th MSS
Nikolai Pascal, 349th OSF
Jeffrey A. Quenga, 82nd APS
Mario A. Sandoval, 45th APS
Miguel A. Topete, 349th SFS
Christi Tranfaglia, 349th MDS
Audra M. Walton, 349th MDS
Michael J. Wright, 349th EMS

Airman First Class

Jalis H. Aziz, 349th SFS
Romeo C. Bugarin, Jr., 349th CRS
Edith S. Madrigal, 349th MDS
Mark A. Sutherland, 749th AGS
Adam D. Weiss, 312th AS

Airman

Justin D. Edwards, 749th AGS
Genesis A. M. Jordan, 349th ASTS
William J. C. Krantz, 349th CES
Jay D. Lopez, 349th AGS
Bryan P. Nalette, 349th EMS

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photo by Senior Master Sgt. Ronald C. Lake.

