



America's First Choice

CONTACT

Vol. 22, No. 08

Magazine for and about Air Force Reserve members assigned
to the 349th Air Mobility Wing, Travis Air Force Base, California

September 2004

Local baseball team, the Thunderbirds, shows their support for the Travis Team with a military appreciation celebration.



Military life continues to bring challenges, changes

The summer months have flown by and the wing was as active as ever with more than 300 members still activated, saying farewell to members retiring and greeting those members taking on new positions.

I would like to welcome **Chief Master Sgt. Patricia A. Thornton** of the 70th Air Refueling Squadron as the new 349th Command Chief Master Sergeant. Chief Thornton assumed her new position Sept. 1 following Command **Chief Master Sgt. Anthony Maddux**'s retirement in August. We are excited to have her on board and look forward to the many attributes she brings to the position.

I would also like to bid a fond farewell to **Lt. Col. Lonnie Williams**, 349th Operation Group Deputy Commander, after serving more than 34 years. He has been a focal point on making things happen in this wing. I want to extend my gratitude and admiration to Lonnie. I have known him for many years and worked closely with him on many missions, and I know first hand what he has given to the Air Force Reserve and how much the wing has benefited from his perseverance and loyalty. He will truly be missed.

Congratulations to our quarterly award winners for the second quarter for their superb dedication and professionalism to the wing. Company Grade Officer of the Quarter from the 349th Medical

Squadron, **Capt. Jesse A. Wells**; Senior Noncommissioned Officer of the Quarter from the 349th Communications Squadron, **Master Sgt. Manuel J. Santos**; Noncommissioned Officer of the Quarter from the 349th Logistics Readiness Flight, **Tech. Sgt. Jimmy R. Del Rosario**; and Airman from the Quarter from the 349th Civil Engineer Squadron, **Senior Airman Stephanie Bonnin**. Keep up the good work.

The Top 3 and Rising Six have sponsored some phenomenal events to raise funds for this year's Operation Teddy Bear - a benefit designed to spread Christmas cheer to underprivileged children in Fairfield, Vacaville and Suisun City elementary schools. Last year they reached 1,000 children in the community and their goal this year is to touch 1,500 kids. What a great outreach, people willing to help, people willing to serve, others before self.

With the end of the year closing in on us I want to remind everyone that we are required to have all wing members complete their physical fitness test by December 31. As it stands now only 18 percent of the wing has tested thus far; so 82 percent of the wing will be completing their testing over the next four months. That means quite a few people will be on the track at the same time. If you are running the track behind the gym be



Pass and Review By Brig. Gen. Thomas M. Gisler, Jr.

cognizant of those that are actually testing. Give them the inside lanes to make their testing a little easier on them. Continue your exercise program and stay physically fit for the rest of your life.

On a final note, everyone has been working hard since 9/11 and you have performed magnificently in this Global War on Terrorism. It has been a demanding and volatile period and a stressful time for sure. This September we commemorate the third anniversary of that hateful attack.

Let us use this time to remember those who have fallen and also to never allow this to happen again. Your personal efforts have made a difference. The fight to free people from oppression and tyranny is never easy but it has always been right. Take time to reflect on how great this nation is and all our privileges today because of what those who have gone before us have sacrificed.

Please continue to strive for excellence and to build safety into everything you do. God Bless!

Words to inspire

by Col. Fouad Yacoub
349th Vice Wing Commander

Everyone knows General George S. Patton (1885-1945), he was armored-warfare tactician. Old Blood and Guts led U.S. forces in during WWII in North Africa and the famous "Battle of the Bulge" in 1944.

"Wars may be fought with weapons, but they are won by men. It is the spirit of the men who follow and of the man who leads that gains the victory."

349th Air Mobility Wing Commanders' Calls

Sept. 12, 19 and 26 in the Travis Base Theater starting at 10:00 a.m.

For questions or additional information, please contact the 349th Public Affairs office at (707) 424-3936.



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CONTACT magazine is the monthly, authorized publication of the Air Force Reserve's 349th Air Mobility Wing, Travis Air Force Base, California. It is printed under a contract with Folger Graphics, Hayward, California. The contents expressed herein are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force. All photographs are U.S. Air Force photographs unless otherwise indicated.

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The 349th Aeromedical Evacuation Squadron scores a 95 and rates "Outstanding" on their Health Services Inspection. The HSI assesses medical readiness, management and quality of healthcare delivery at all Air Force medical units.

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On the Cover



Take me out to the ball game: (Top left) Senior Airman Alexander Putman, 349th Medical Squadron, Senior Airman Ismael Rodriguez, 60th Equipment Maintenance Squadron, Staff Sgt. Matthew Stohner and Senior Airman Dmitry Stupnikov, 60th Civil Engineer Squadron, all members of the Travis Team Honor Guard post the colors at Solano Thunderbirds Military Appreciation Night, July 24. Brig. Gen. Thomas M. Gisler, Jr., 349th AMW commander throws out the first pitch. (Insert)

Cover photos by Nan Wylie, Base Multimedia Service Center

Enjoy the journey

Road trip! One of my favorite things to do...a general direction in mind with no serious time constraints (wishful thinking); seeing new places, meeting new people, facing new challenges. Maybe I love this because as I was growing up, almost every Sunday after church, my Mom and Dad would pile us in the car and head off in a new direction for a day trip through the country, mostly to spend time together as a family and dream of what our future held. Sounds fun, but as in any family, we had our moments. My sister and I were your basic “rug rats — ankle biters” asking our parents impatiently, “How soon before we get there? Where are we going? Why?” to which Dad would reply, “We get there when we get there! I don’t know where we’re going. Because I said so! Knock it off!” along with some colorful language not to be repeated here. Maybe you can relate. I took those trips for granted, not realizing at the time the overall impact they would have.

Almost half a century (!) later, it’s apparent to me that I have been and am still very influenced by this ritual. As I reflect on my life and how I arrived at this new challenge as your Command Chief, I see it’s been a road trip/journey filled with hope, joy, frustration, challenge and constant learning. Because of my mentors, particularly my husband, Nick, my Mom and Dad, my fellow Chiefs as well as my close friends, I have learned many valuable lessons, some more difficult for me than others. First, we are here on this earth for each other. As we further ourselves, we need to reach out to others and bring them along with us. Take care of your people. Demonstrating humanity fulfills our purpose; going it alone dead ends to empty, meaningless roadblocks in life.

Other lessons learned...being prepared is the key. Some folks along the way have said, “Trish, you’ve been lucky!” or “Things come easy to you,” to which I’ve answered that I haven’t been lucky; I’ve been prepared for opportunity. I practice and study a lot so that when I represent others, I can do so in the most effective way possible to produce positive results.

I set goals and then ask my mentors

for their advice. When Chief Master Sgt. Anthony Maddux redefined the role of your Command Chief, setting the bar at the level it is today, I remember thinking to myself, “Now that’s what I’m talkin’ about! I want to do that!” What did I do? I told him I wanted to be the 349th Air Mobility Wing Command Chief one day and asked him how to get there. He gave me advice (my eternal thanks to him) and I took it seriously. At the time, I was a master sergeant, so I definitely needed to get busier. This often meant sacrificing “spare” time to volunteer for deployments, training, education, community involvement and more. It has also meant overcoming my obstacles, both internal and external.

One of these obstacles happened early in my adult life. Picture this — my first year in college, English Literature 101, all about writing. When my final term paper was returned to me and I could decipher



U.S. AIR FORCE

through the sea of blood, it was apparent my professor was not happy with my work. In fact, I received a poor grade with the added comment, “Not only do you not get it, you can’t write a lick.” Whoa! Now those are strong words! I was not pleased, to say the least! But you know what? She was right. I just regret that it took me awhile to get it. Instead of appreciating the lesson she was teaching me as well as the opportunity to improve, I temporarily let it block me from moving to a new level. Once it dawned on me, I took steps to overcome it and am still working on it to this day.

Although there are many other lessons I’ve learned along the way, I believe this next one has possibly had the most impact for me, personally. Each one of my



Chief's Counsel

By Command Chief Master Sgt.
Patricia A. Thornton

mentors has said it or demonstrated it in his or her own way. What is it? **Get comfortable with being uncomfortable.** It almost sounds contradictory or counterintuitive, doesn’t it? What it means is this. If you’re in a groove, on autopilot, in a comfort zone, feet up on the desk, etc., it’s time to kick it up a notch. If you don’t know something, learn it. If you have a question, ask it. If you have a better way, share it. If you have the time, give it. If there’s a new opportunity, take it! If this means putting yourself outside your comfort zone, do it anyway. If they say you can’t, show them and yourself you can. If something’s wrong, have the courage to do the right thing. If you’re wrong, admit it! It truly boils down to our core values: Integrity first; Service before self; Excellence in all we do. Throughout our careers, we all have had our challenges, obstacles, issues that will hold us back, if we let them. Don’t let them. Challenge yourself to get comfortable with being uncomfortable and fulfill the potential God has given each and every one of you.

Why have I shared all this with you? As Chief Maddux has taken me through the paces the last month and a half, many of you have asked, “Who are you? What’s your philosophy?” For some of you, this is an introduction; for others, an ongoing saga. For me, it’s a privilege and an honor to serve you on this road trip. You have my promise and commitment to serve you with the very best of my ability, but as the old sayings go, “Talk is cheap.” Actions speak louder than words.” The proof is in the puddin’!” So enough talk and on with the action. Let’s get busy, have fun and take this road trip together.

May God bless us on our journey.

Optometry update

Your eyes, your Reserve military career

by Col. Brett W. Perkins

349th Aerospace Medicine Squadron

Good vision is required by the Air Force and vision must be correctable to 20/20 is required for all aviation duty.

Normally glasses and or contact lenses are used to correct substandard vision. But refractive surgery has become a more commonly considered solution to vision correction.

The two main types of refractive surgery are Photorefractive Keratectomy and Laser In-Situ Keratomileusis.

A specially trained eye surgeon, an ophthalmologist, performs one of these refractive procedures.

The following is the latest information regarding Air Force policies on corrective refractive surgery, contact lenses, and glasses:

Corneal Refractive Surgery

Radial Keratotomy, Implanted Corneal Stromal Rings, PRK, and LASIK are corrective surgical procedures that modify the cornea of the eye to correct vision without the use of contact lenses or glasses. PRK and LASIK are allowed for most Air Force Speciality Codes. RK and the implanted corneal stromal ring procedures are not allowed for any military members.

PRK uses the energy of the Excimer Laser to sculpt the cornea to change its refractive properties. LASIK is a variation of PRK. A flap is created which allows the central portion of the cornea to be surgically altered by the laser. The latest version of LASIK is called Wavefront Guided (WFG) LASIK. WFG-LASIK has been approved for all non-aviation personnel and some aviators.

Excluded personnel for any corneal refractive surgery are: pilots of fighter high performance trainer aircraft; undergraduate pilot training applicants and students; all applicants to officer and enlisted aviation duty positions other than pilots (navigators, flight surgeons, load masters, boom operators); all currently rated members (pilots, navigators, flight surgeons, and air battle managers) or non-rated aviation duty members (flight engineers, loadmasters, airborne radar

operators, boom operators, parachutists, operational support flyer) who are exposed to cabin altitudes greater than 14,000 feet and special operations personnel (at cabin altitudes in excess of 14,000 feet or otherwise excluded by AFSOC).

Flyers must be on active duty with at least one-year left on their AD commitment (not reserve commitment). The approval for the procedure must be obtained from their active duty commander and non-flyers need the approval of their reserve commander.

Eligible aviators can not have any corneal refractive surgery performed outside of the Air Force or DOD Laser Centers. For non-flying military personnel PRK, LASIK and WFG-LASIK are allowed as long as visual standards are still met following surgery.

More information may be found at: fda.gov/cdrh/lasik or nlm.nih.gov/medline/plus/lasereyesurgery.html.

Contact Lenses

Contact lenses are used in lieu of glasses to correct vision. Often they offer better vision than that obtained by glasses alone. However, contact lenses are medical devices that can affect the health of the eye and if used inappropriately can reduce vision. As such, contact lenses must be properly fitted and the contact lens wearer must be trained in proper wear and maintenance. It is recommended that all contact lens wearers be examined by their optometrist or ophthalmologist at least once a year.

No special requirements are necessary for personnel who are not involved in aviation or special operations in order to wear contact lenses. Although caution and good sense are advised to guide your use of contact lenses. Poor vision whether it is caused by disease, injury or contact lens abuse can still adversely affect your sight and your career.

The Aircrew Soft Contact Lens Program is a mandatory requirement for aircrew personnel wearing contact lenses. It provides a template for safe and successful contact lens wear. If you are flying class I or II you must be enrolled in the program if you wear contact lenses at anytime (on or off duty). Flying class III

must be enrolled if contact lenses are used during flight. If you are flying class III and do not plan to wear contact lenses while on duty you will need to sign a statement confirming your abstinence during duty hours.

To enroll in the program, a flyer must come to the Optometry clinic at David Grant Medical Center (1st Floor across the hallway from Immunizations) on the UTA weekend and receive an evaluation, a briefing and the proper documents for signature. Those currently in the ACSCL Program will need to pick up an annual renewal form from the same location on the UTA weekend, be examined by their civilian optometrist or ophthalmologist and obtain their signature on the renewal form, then return the original signed form to the 349th Aerospace Medicine Squadron Optometry office.

Spectacles

Reservists on orders for 30 days or longer are authorized two pair of glasses and must have a prescription that is less than 2 years old. Examination can be obtained from the active duty clinic while on orders.

In accordance with the AF policy, Improved Air Force Spectacle Frame Implementation Plan, the new Aircrew Spectacle Frame is the only frame aircrew can wear in flight effective as of May 2003. These may also be ordered from the clinic with a prescription that is less than two years old.

All personnel on mobility are required to have one pair of gas mask inserts. These can also be ordered from a current prescription. Prescriptions that are from civilian source can be used.

Safety glasses may be ordered for base personnel who work in an eye hazardous area as defined by AFOSH STD 127-31. The member must bring a funding letter signed by their supervisor and resource manager and civilian members must furnish a prescription. Bifocal prescriptions will only be ordered in a traditional bifocal format. Progressive (no-line) bifocals cannot be ordered through the Air Force.

Please contact me or Maj. John Alto if you have any further vision needs or questions at (707) 424-3812.



349th Air Mobility Wing takes time out for

by Senior Master Sgt. Marvin Meek
349th Public Affairs

When the Sports Car Club of America's Speed Touring Car Championship, roared into Sonoma's Infineon Raceway on July 16 for a weekend of championship auto racing, all eyes were on Car Number 48, the red, white, and blue, Ford Focus, sponsored by the Air Force Reserve Command.

Auto racing is one of the fastest growing sports in the world. The sport attracts millions of hard charging, energetic men and women who are fascinated with speed. Many yearn for a shot at being the fastest and the best themselves. The Air Force Reserve Command believes that many of these fans have what it takes to be in the Air Force Reserve, so much so several years ago it became one of the sport's corporate sponsors. A big part of the

Command's marketing strategy is to put a hot car on the track, a top gun type driver in the driver's seat, surround them with a crackerjack crew and keep a lot of sharp Air Force Reservists on hand to sell our story.

Driver Memo Gidley and the Techsport Racing Technology team, led by Andy Brown, provide all the bravado for the Air Force Reserve. "Cool" is the word that best describes Gidley.

Behind the wheel he's unflappable (he's been racing since he was seven.). When he bounces out of the cockpit and removes his helmet, you see this young maverick who ironically looks like he'd be just as comfortable on a surfboard as he is behind the wheel. He's having fun! Gidley is known in racing circles as a fierce competitor who has overcome adversity to become one of racing's most charismatic and brightest stars. In 2001, Paul Page from ABC Sports called him "motor sports' Horatio Alger."

The Air Force Reserve Command Recruiting Service sought out Gidley in

2004 to drive its modified Ford Focus, built by Techsport Racing Technology. Prospective recruits who watch Brown and his crew, get a real feel for how a crackerjack maintenance team operates. Everything they do around the car is performed with speed, confidence, and precision. They can fix anything and they know it.



photo by Senior Master Sgt. Marvin Meek, 349th Public Affairs

Off to the races: Brig. Gen. Thomas M. Gisler, Jr., 349th Air Mobility Wing commander, meets with the Air Force Reserve Command's race car driver, Mr. Memo Gidley prior to the start of the race at the Infineon Raceway, Sonoma, Calif.



photo by Senior Master Sgt. Elaine Mayo, AFRC Recruiting

Hand to heart: Staff Sgt. Amber Sapp, 349th Logistics Readiness Squadron, captured the hearts of spectators when she beautifully sang the National Anthem at the start of the race, July 17.



From life in the fast lane to hit the track

On Saturday, it all came together: the car, driver, fans, and the Air Force Reserve. In the first race, Brown's crew had the Ford Focus set up nicely. Gidley charged through the field from the tail end for a career-best 11th place finish. Fans were on their feet for most of the 50 minute road race, cheering Gidley on whenever he executed a hair-raising maneuver in the turn to get under a driver or whenever he pushed his car flat out on the inside grooves. The checkered flag however would go to pole sitter Bill Auberlen, of Rolling Hills Estates, Calif., who drove flag-to-flag to win.

Still, under near perfect racing conditions, the Air Force Reserve was the story of the day. Gidley's aggressive, go-for-broke driving style made him the crowd favorite and earned him and the team the "Hard Charger Award," an honor given to the driver who is the most aggressive in making up the most ground during the race.

349th Air Mobility Wing Commander, Brig. Gen. Thomas M. Gisler, Jr., was tabbed as the official starter for Saturday's nationally televised race, and Reservist Staff Sgt. Amber Sapp, 349th Logistics Readiness Squadron, captured the grandstand's heart when she beautifully sang the National Anthem at the start of the race. Incidentally, it was Sergeant's Sapp's first time singing the



photo by Senior Master Sgt. Elaine Mayo, AFRC Recruiting

Hard charger: Brig. Gen. Thomas M. Gisler, Jr., 349th Air Mobility Wing commander, joins race car driver Mr. Memo Gidley, the Air Force Reserve Command's race car driver, and "Airman Andy" in the winner's circle as Mr. Gidley receives the "Hard Charger" award.

National Anthem at the raceway and it was her birthday.

On Saturday evening, General Gisler joined Gidley and Airman Andy, the Air Force Reserve Command's larger than life inflatable service member, in the

winner's circle. In his opening remarks to the crowd, Gisler talked about the similarities between serving in the Air Force Reserve and auto racing.

"In auto racing you have to be tenacious and willing to go flat-out if the situation calls for it. It's the same in the Air Force Reserve. We make a great team because we share many of the same characteristics — hard working, tenacious, with a can-do approach to everything we do. We are proud to be associated with such great competitors like Memo and the TechSport Ford Focus team," Gisler said.

To learn more about the Air Force Reserve Command's race car, check out Gidley's website, at: memogidley.com. or www.scca.com. You may also visit the Air Force Reserve Command's Racing Website at www.afreserve.com/racing.

The Air Force Reserve Racing team will be at Mazda Raceway Laguna Seca, located in Monterey, Calif., Oct. 15-17. All races are scheduled to air on the SPEED Channel. Please consult your local cable listings or go to www.speedtv.com for dates and times.



photo by Senior Master Sgt. Elaine Mayo, AFRC Recruiting

Move in 'opposite direction' this month

by Chaplain (Lt. Col.) Newt Kerney
349th Air Mobility Wing



With the beginning of school, family obligations seem to quickly increase. Our whole society speeds up; we rush to school events, sport practices, music or dance lessons. Activities can control dinner time, bed time and all the other times of our lives. It is easy to spin ourselves out of control.

Where do you go to find balance? What do you do to renew your spirit? How are you refreshed in the midst of an overwhelming schedule? How do you refill yourself when others have drained your energy? Sometimes people think that

is the purpose of a vacation. But if we do this only once or twice a year, we'll find out that it is not enough to balance our spirit.

Spiritual writers from the first and second century found that moving in the opposite direction was the key to spiritual health. Their practices included silence, solitude, meditation and reflection.

What would those practices look like in your life? A deliberate night without

television? Driving home without the radio blaring? A specific period of time set aside for reflection, prayer, contemplation? A commitment to look at the sunset and give thanks for the day?

The key is to realize no one is going to give us the time for balance. We have to order our lives so that balance is just as important as all the other pressures on our time. We have to take the time, block out the time and cherish that time.

I encourage you to move in the "opposite direction" this month. Find one spiritual practice that will add balance to your life. By pursuing that practice, I hope you'll find that the rest of your life will have a better focus and a clearer perspective.

LULAC celebrates 3rd Year

by Capt. Mark DuBois
349th Military Equal Opportunity

Hispanic Heritage month is scheduled for Sep. 15 - Oct. 15. There are two outstanding Hispanic organizations here at Travis, committed to the support and recognition of the people in their community. One is the League of United Latin American Citizens, Chapter 349 and the other is the 60th Hispanic Heritage Committee.

LULAC was pioneered at Travis AFB three years ago as the first military chartered branch of this organization and is highly respected for its nonpartisan support of the Hispanic community. The achievements of this charter are numerable and include feeding more than 150 migrant workers in conjunction with other local community organizations, literally ensuring the survival of these families. Additionally, they have spearheaded recruitment outings to community schools aimed at delivering an "in the trenches" perspective.

Master Sgt. Angelo Montalvo, the LULAC Chapter 349 president since its inception, has been a tireless driving force for the organization and is readily available to share ways for 349th members to participate.

Sergeant Montalvo attended a highly successful LULAC conference in June

that included more than 10,000 visitors. "I believe the conference further increases our visibility and enhanced recruitment in one of the areas that the service is grossly under-represented. I believe the key to recruitment is as early exposure to the Air Force as possible for young people and the LULAC conference is the best arena I've yet to see for that purpose," he said

"LULAC represents more than 100,000 members and we need to continue to support this very worthy organization in conjunction with the HRDC. I believe this is an outstanding step to make a significant difference in the overall diversity of the Air Force Reserve," Sergeant Montalvo concluded.

Prepare to have fun in October! Upcoming events include a Hispanic Heritage Celebration and Salsa Dancing night, brought to you by both the local LULAC chapter and the Hispanic Heritage committee. People from all backgrounds are not only welcomed, but encouraged to attend. Stay tuned for the specific dates.

There are more organizations in your community and many events to look forward to, so participate, learn and have fun. Visit the LULAC website at www.LULAC.org for contact or charter information.

Covey Classes available in FY 05

·7-8 Oct 04	Focus
·18-19 Nov 04	Focus
·7-10 Dec 04	7 Habits
·6-7 Jan 05	Covey & Beyond
·10-11 Feb 05	Focus
·17-18 March 05	Focus
·5-8 April 05	7 Habits
·12-13 May 05	Covey & Beyond
·23-24 Jun 05	Focus
·12-15 Jul 05	7 Habits
·11-12 Aug 05	Covey & Beyond

1. Focus: Achieving Your Highest Priorities- Focus is the first course in our Covey series. This day and a half course teaches productivity skills integrated with a powerful planning system that helps employees clarify, focus on, and execute their highest priorities-personally and professionally

2. 7 Habits of Highly Effective People- A four-day course developed by Dr. Stephen Covey that teaches you how to develop habits of effective personal and interpersonal leadership. It illuminates the differences between effective and ineffective people. It contains key ideas and application exercises designed to enhance the use of the 7 habits.

3. Covey & Beyond - Offered to anyone who has attended both of the above courses. People. It is a two-day course that reviews and fine tunes previous class material, then introduces you to additional tools which enhance life, productivity and leadership skills.

Tiny bike can mean **BIG** trouble

by Senior Master Sgt. Marvin Meek

349th Public Affairs

The latest craze to hit the roadways is small enough to fit under your arm, costs less than an entry-level bicycle, and yet is powerful enough to propel a 200-pound rider down residential streets at speeds up to 35 miles per hour.

They are called pocket bikes and they imitate those pure adrenaline motorcycles you usually only see at the racetrack. Many are equipped with big-bike features like disk brakes, racing style handlebars and chain drives, twist-grip throttles, and electronic ignitions. Their tiny engines, 47cc or 49cc displacement, give them an innocent, elfin-like quality. These bikes, however, are anything but toys.

In response to concerns relating to their increased operation on residential streets, the California Highway Patrol (CHP) announced they are cracking down on the unlawful use of pocket



photo by Amanda J. Judy, 349th Public Affairs

A pocket bike is less than two feet tall and weighs less than 50 pounds, yet can reach speeds in excess of 35 miles per hour.



Take a little trip: Eric Sanders, of Fairfield, demonstrates illegal operation of a pocket bike on a residential street.

photo by Amanda J. Judy, 349th Public Affairs

bikes. In a bulletin released June 1, 2004, CHP declared that **pocket bikes are actually motor-driven cycles and are thereby subject to the guidelines set forth by the California Vehicle Code**, including those for vehicle equipment, registration, driver license, (M1 motorcycle endorsement), and helmet requirements.

Pocket bikes are not manufactured with a 17-digit vehicle identification number, indicating the bikes are intended for use off-road or on private property (with the owner's permission), not highways. Moreover, operating a pocket bike on residential streets is extremely dangerous because drivers in cars cannot see it due to the bike's short height, the agency said.

Note: A highway as defined in Section 360 of the California Vehicle Code, "is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street."

There is a misconception that pocket bikes do not need to be registered because the engine is less than 50cc. According to the CHP, there is nothing in the vehicle code that allows a motor-driven cycle less than 50cc to be operated on the highway. Any motor-driven cycle less than 150cc is required to: 1) be registered, 2) meet the equipment standards of a motorcycle, and, 3) its operator must have an M1 driver license.

If you are caught operating a pocket bike anywhere other than off-road or on private property, you may be cited for not possessing the appropriate driver's license, lack of proper motorcycle endorsement, or unsafe vehicle or helmet use.

Your bike may be impounded and you may be cited for violating California Vehicle Code 24002(b) – vehicle not equipped as required by the vehicle code. The fines, and towing and storage charges could exceed \$1,500.

Pocket bikes may be diminutive in stature and minuscule in cost, but the risks associated with owning one are humongous. CHP has information, including 'Frequently Asked Questions' about pocket bikes, on their website, www.chp.ca.gov. Type the words "pocket bike" into the search engine.

Unusual partnership - AES converts to KC-135

by Maj. Nancy Mikulin
349th Operations Group

In a year of high operation tempo that will stand out in many minds for many years, the 349th Air Mobility Wing Operations Group scored several firsts: its Aeromedical Evacuation Squadron is the first unit of its kind in the Air Mobility Command to qualify its crew members on the KC-135 tanker aircraft. Service members from the 349th Operations Group Standardization and Evaluation Aeromedical Evacuation Unit created the first qualification program from scratch for the KC-135, and AMC's first aeromedical evacuation flight nurse and technician to qualify on the KC-135 came from the 349th AES.

The 349th AES spent much of 2003 deployed to downrange, European and CONUS locations, but that did not prevent the 349th Operations Group, working around their own missions and deployments, from developing the new KC-135 program in anticipation of the unit's return.

Developing this program meant not only writing it for aeromedical evacuation crew members, but also presenting it to AMC Stan Eval and Training, and gaining their approval; a process that took months to complete and required several program revisions. For the 349th AES, it could not have come at a better time either.

The aeromedical evacuation world changed forever in 1997 when the last C-141 left, Travis Air Force Base, Calif.

The C-141 had been the primary aircraft for aeromedical evacuation since the Vietnam era; however, with the departure of the C-141s, the 349th AES had to find another suitable aircraft. To remain proficient, they used C-141s from other bases when available and eventually learned to do it's job on aircraft other than the C-141. They started to fly missions on the KC-135, KC-10, and C-130, even before the last C-141 had left Travis. Converting to either the C-17 or the C-130, had even been considered since training programs already existed for these airlift aircraft.

The C-5 and the KC-10, which are both located here at Travis AFB were obvious choices but both proved to be

problematic.

The KC-10 had specific constraints related to the oxygen system and the C-5, although used for urgent patient movement, was less than optimal for routine patient missions.

Emergency egress from the troop compartment, for example, would be a problem for litter-bound patients. The fact that all of the oxygen and electrical lines had to be looped down the back ramp from the troop compartment extending to the cargo area floor, requiring 300 extra feet of lines, were just two of several challenges posed by the C-5.

The unit had also been flying with the KC-135 unit at Beale AFB, Calif.; first on short local missions and then on multi-day training missions. While the mission and the aircraft were compatible, the KC-135 seemed an unlikely candidate for conversion. First, no training program existed for aeromedical evacuation crews assigned to tanker aircraft.

Second, tanker aircraft do not have built-in litter stations, so crew members have to secure patients to the aircraft floor on the aircraft. Uneven temperatures and vibration from "floor loading" prevented certain types of patients from being airlifted on litters except in extreme circumstances.

Neither the KC-10 nor the KC-135 are equipped with easily accessible emergency oxygen for patients. The medical equipment had to be evaluated for compatibility for use with the aircraft systems and tested in fuel vapor environments for safety in flight. In



photo by Maj. Nancy Mikulin, 349th Operation Group

Taking the lead: Senior Master Sgt. Robert Renn, Instructor Boom Operator, 940th Airlift Wing, Beale Air Force Base, Calif., demonstrates the KC-135 emergency egress procedures for aeromedical evacuation crew members.

addition, there were differences in the electrical systems between the KC-135 E and R models that presented unique challenges to the use of medical equipment on aircraft power.

In the early days of flying on the E model KC-135, for example, AES flyers can remember shorting out the navigator's panel by plugging equipment into the wrong receptacle. Discovering which receptacle would not short out the panel was done by trial and error in those early days.

Nevertheless, the KC-135, in their minds, had great potential, so the 349th OG Standardization and Evaluation staff took on the task of developing a KC-135 qualification program in 2003. After several trials and reiterations, AMC approved the training program in March 2004.

The system has evolved from the days of floor-loaded patients. A pallet specially designed for litter patients was developed for use in the tanker and other airlift aircraft, and use of the KC-135 for patient use on regularly scheduled missions became more common, especially after the C-9 was removed from the US aeromedical routes in 2003. Today, patients returning from Ramstein AB, Germany, arrive at Andrews AFB, Md.,
(See *Transport* on next page)

High marks for 349th AES

by Technical Sgt. Jacqueline Murray
349th Public Affairs

The 349th Aeromedical Evacuation Squadron scores a 95 and rates “Outstanding” on their Health Services Inspection held July 8-11.

The Air Force Inspection Agency conducts HSIs to assess medical readiness, management of effectiveness and quality of healthcare delivery at all Air Force medical units.

“The HSI evaluations ensure units provide safe medical care,” said Col. Deborah L. Aspling, commander, 349th AES. The 349th AES is the first aeromedical evacuation unit to be graded on the new HSI criteria for aeromedical evacuation units,” said Colonel Aspling.

Three sections scored “outstanding” ratings with perfect scores of 100 percent: medical readiness planning, training, and clinical services.

Medical readiness received an outstanding for their performance, documentation and ability to mobilize and deploy members. Clinical services performances in overseeing clinical management, clinical training and clinical certification garnered them their 100 percent.

“There was a year and a half of preparation for the HSI, we took the HSI checklist, our own self inspection monitor

and aggressive self inspection program to prepare for the inspection,” she said. “This rating validates the type of care our members provide. Our overall 95 percent score ensures we have the mechanisms to sustain top clinical performances,” said Colonel Aspling.

According to the HSI inspectors, the AES has a dedicated and experienced commander, along with a strong executive and full time staff, providing exceptional direction and oversight of the squadron’s training and high tempo mobility taskings.

“The inspectors recognized three top performers: Maj. Linda T. Shiraishi for her efforts and support in various programs, Capt. Jeanette L. Hess for self inspection and patient safety and Technical Sgt. Erica M. Barnhart for clinical training,” said Colonel Aspling.

“Our full-time air reserve technicians staff support for this inspection was phenomenal,” said Colonel Aspling. “They assisted me in the preparing of the documents, presentations, and participating in several of the interviews,” she said.

The 349th AES is essentially a “flying ambulance” where the team members use their critical care life saving skills to care for and transport wounded troops.

“The HSI is a validation of the outstanding work the men and women of the 349th AES do,” said Colonel Aspling.

Paralegal position

Are you interested in the legal field? At ease talking to large groups? Comfortable talking to commanders? Looking for a position with hardly a dull moment? This opportunity could be for you.

The 349th Legal Office has an enlisted position open for an interested, qualified individual.

Those interested should be comfortable speaking in front of large groups, and should be interested in legal affairs.

In order to qualify you must be at least a 5-level with a score of 70 or better in the general category of the ASVB, type 20 words per minute and have three years retainability upon completion of the 6-week technical school held at Maxwell AFB, Ala.

Confidentiality is a must. For additional information or to apply, please contact Master Sgt. Barbara Morse at (707) 424-1334.

Transport.....

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on a C-141 and are transported from there to Travis AFB, Calif., or Scott AFB, Ill. aboard KC-135s. Then patients proceed via KC-135 or C-141 to Hickam, Kadena, and other locations in the Pacific theater. Patients are transported from major hub bases on C-130 aircraft to smaller bases throughout the United States.

Perhaps the most unusual aspect of the 349th AES conversion to the KC-135 is the unique partnership that has arisen between the two units. Over the years, the AES has developed a relationship with the tanker crew members of the 940th Air Refueling Wing and the 314th Aerial Refueling Squadron at Beale AFB, Calif.

The 940th ARW had its own

deployments for Operations Enduring Freedom and Iraqi Freedom but still found the time to add missions for the AES, conduct ground and egress training, and guide training through computer-based modules.

Training of the initial cadre of a dozen 349th AES instructors and evaluators began in April of 2004.

Now that the training is moving to the squadron members, the hard work has begun. Each group starts with life support and initial egress training at Beale AFB, then moves through didactic, patient support pallet configuration, written testing and then a flight evaluation.

Without the help of Beale AFB and the KC-135s, initial egress and life support

training would be difficult to obtain and the qualification process would move much more slowly. As it is, Beale AFB holds classes specially designed for aeromedical evacuation, all in addition to their normal workload and TDY schedule.

Conversion to the KC-135 is not the end of the challenges for the 349th AES. By the end of the year, unit members will start down the road of “universal qualification,” which will include routine airlift of patients on any one of six airframes. The addition of the C-17 to the aircraft inventory at Travis will mean that at least one of the aircraft will be available on the base, which has not happened for the 349th AES since 1997.

Technical Sgt. Ubbo Coty (right), J-4 Movement air transportation chief, stands by this Travis Air Force Base C-5 Galaxy at Camp Lemonier, Djibouti, after successfully coordinating the flight for the transportation of humanitarian items.

Sergeant Coty has been deployed with the Combined Joint Task Force-Horn of Africa since February. He is permanently assigned as an air transportation specialist with the 55th Aerial Port Squadron at Travis Air Force Base.

While deployed, Sergeant Coty schedules all in- and out-bound flights and arranged all the passenger and cargo movement within the Horn of Africa. He says working in the joint environment and developing the "HOA Star Route," have been the highlights of his time there. The CJTF-HOA is responsible for the airspace, land areas and coastal waters of Somalia, Kenya, Ethiopia, Sudan, Eritrea, Djibouti and Yemen as part of Operation Enduring Freedom and the Global War on Terrorism.

photo by 1st Lt. Teresa Sullivan, CJTF-HOA Public Affairs



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