



"That Others May Live"

# ANGEL'S WINGS

920th Rescue Wing, Patrick Air Force Base, Florida

Volume 4, No. 8

**AIR FORCE RESERVE COMMAND**

August 2006



## Mission Recovery



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On the Cover:



After the Discovery's yearlong hiatus, 920th Rescue crews were right there supporting its first July 4 launch in the history of the U.S. human space flight program. (U.S. Air Force photo/Tech Sgt. Robert Grande; photo illustration/1st Lt. Cathleen Snow)

# Internet blogs threaten OPSEC

by **Master Sgt. Mick Cook**  
*OPSEC program manager*

**Hurlburt Field, Fla.** -- Operational security is not something that should be put on the back burner and taken lightly.

With an Internet connection, Airmen can send and post messages around the world instantly after an event happens. Details can be transmitted back to family and friends in the form of e-mails, and with new technology, can be posted in seconds on the Web's fastest growing trend, a Web log.

A Web log is a personal Web site that contains dated entries of personal opinions, thoughts and essays. Web logs often feature links to news articles or other "blogs" on the Internet.

Just as blogs can provide family and friends with information, blogs can also provide an opportunity for the enemy to gain valuable information that can be used in future attacks. What may seem like innocent information could be valuable knowledge to someone who knows what they are looking for. Much of the information that is collected by terrorist organizations is a compilation of information gathered from unclassified sources.

Airmen are representatives of the U.S. military, and their words can be taken to reflect the views of the U.S. government. Something as simple as a negative comment written in frustration can be used by the enemy to portray the multinational forces

unfavorably. What is posted on a Web log is free to the public; it can be used by the media and quoted to represent the facts and opinions of the military. In this sense, the views of a disgruntled Airman could be published as the views of all service members, disrupting morale and esprit de corps, but more importantly, the mission.

Some important areas of sensitivity in military situations are: military movements, activities, specific unit information and base security. Specific times or dates of future operations or movements should never be disclosed. Even figures such as guard-duty hours or specific work hours shouldn't be discussed.

The enemy, like a thief or robber, watches for patterns to learn when is the best time to strike. The element of surprise is an important factor in many operations. The location of future or current operations should not be disclosed. Sensitive but unclassified information is not acceptable to transmit on the phone, letters or e-mails - consequently they are off limits for the Web.

Photos of deployed locations are never allowed on a personal Web site unless cleared through public affairs and an OPSEC professional. Al Qaeda retrieved 80 percent of their intelligence from open-source material when it attacked the United States on Sept. 11. Don't let the information posted on a personal Web site or blog aid the terrorists their next attack.

*Get the memo?*

Wear of the Air Force Reserve Command patch becomes mandatory Oct. 1.

**UTA Schedule**

*Next UTA: Sept. 9-10*

*Oct. 14-15*

*Nov. 4-5*

*Dec. 2-3*

# AFRC brings media training to 920th RQW

## Wing members become media savvy during day-long course

by Senior Airman Heather L. Kelly  
920th Rescue Wing Public Affairs

They may not have been shooting a movie, but lights were on and cameras were rolling at the 920th Rescue Wing August 2-3 for Air Force Reserve Command's media training.

Public affairs professionals from AFRC headquarters traveled to Patrick Air Force Base to administer the day-long course to unit leaders.

This is the first AFRC has taken media training on the road. Normally, wing and operations group commanders receive the training at Warner Robins AFB, Ga.

Recognizing that every Airman is a spokesman, the home station training was opened up to include representatives from unit groups and squadrons.

"If you are going to make a mistake in front of the camera, the time to do it is in the training environment, not live on CNN,"

Col. Steve Kirkpatrick  
Commander

"Forty-eight wing members representing almost every unit in the wing participated in the training,"

said 1st Lt. Cathleen Snow, chief of public affairs here. "It was a great turnout."

Students were first given a classroom tutorial about the media and the methods used to best tell the unit and Air Force Reserve story. The opportunity to apply those techniques in an on-camera interview came shortly thereafter.

The recorded interviews were then critiqued by a panel of headquarters public affairs professionals.

"The on-camera interviews were very effective," said pararescueman Senior Master Sgt. Doug Kestranek. A veteran interviewee, Sergeant Kestranek said he learned there is always an opportunity to get the message out, even in closing remarks.

Following the civic leader speeches, a press conference was held where wing spokespersons briefed the audience on a mock crime investigation scenario.

"We intentionally created stressful situations to challenge the members," said Capt. Matthew Fuller, a member of the AFRC PA team. "With practice, every Airman can become a more effective communicator."

"The training was beneficial for all who participated, said wing commander, Col. Steve Kirkpatrick. "If you are going to make a mistake in front of the camera, the time to do it is in the training environment, not live on CNN," he said.



Col. Steven Kirkpatrick, 920th Rescue Wing Commander, fields questions from simulated civilian journalists 1st Lt. Torii White and 2nd Lt. Dustin Doyle of Air Force Reserve Command Public Affairs during AFRC media training Aug. 4 at the Patrick Air Force Base Professional Development Center. During the two day event 920 RQW members were trained on how to respond to media questions, press conferences and presenting civic leader speeches. (U.S. Air Force Photo/Staff Sgt. Kenny L. Kimbrell)

# CMSAFs visit Patrick AFB, Cape Canaveral

by Staff Sgt. Patrick Brown  
45th Space Wing Public Affairs

Patrick Air Force Base and Cape Canaveral Air Force Station recently hosted two living Air Force legends.

The first Chief Master Sgt. of the Air Force, Paul Airey, and the eighth, Sam Parish visited the 45th Space Wing and mission partners July 27-28.

Their schedules were packed with tours and meetings with leadership at Patrick AFB and Cape Canaveral AFS, but the chiefs focused much of their attention passing decades of knowledge down to the enlisted force.

I think it's important to make sure Airmen today have a sense of history of where the Air Force comes from, said Chief Parish. "We have an unbelievable heritage that goes back to Cpl. Frank Scott days."

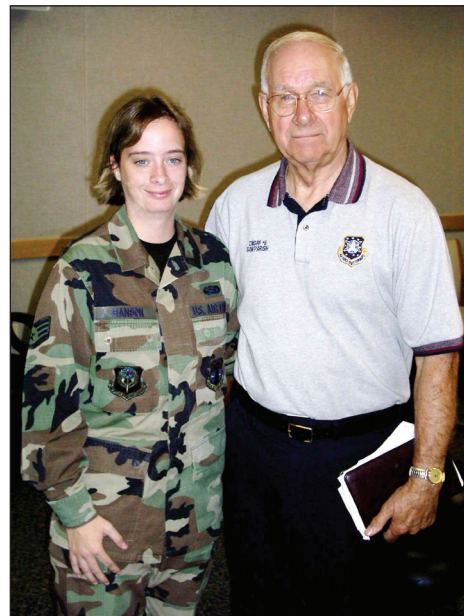
Corporal Scott was the first U.S. service member killed in aerial flight and is the namesake of Scott AFB. III.

"What makes me so proud to be part of Paul Airey's entourage, is that Paul is our last link to our (U.S. Army Air Corps) - where we came from," Chief Parish said.

During their two-day stay here, Chiefs Airey and Parish met with a group of senior NCO inductees and attended their July 28 Senior NCO Induction Ceremony, met with the Patrick's Air Force Sergeants' Association executive council, attended a ribbon cutting ceremony at the professional Development Center and spent time with Airman Leadership Class 06-5.

"This was a once-in-a-lifetime event for the students," said ALS Flight Chief Master Sgt. Dawn Schmidt. "In my 19 and a-half years of service I've only seen two chief master sergeants of the Air Force. (The ALS students) got to meet two in one day."

Sergeant Schmidt said the ALS students received a different perspective after speaking with the chiefs. The chiefs spoke about ob-



Staff Sgt. Nicole Hanson, 920th Mission Support Squadron, poses for a photo with the eighth Chief Master Sergeant of the Air Force, Sam Parish. The CMSAFs took time to visit with members of the 920th RQW and the base.

stacles that the Air Force faces from a senior enlisted perspective, but kept the issues on a level where junior enlisted could make an impact, she said. "They got to see the depth and challenges of the Air Force," she said. "It opened their eyes to a more complex Air Force."

Chief Airey was chosen from 21 nominees to become the first CMSAF April 3, 1967. The chief served as a B-24 aerial gunner during World War II and spent nearly a year as a POW 1944-45.

He received the Legion of Merit for service during the Korean conflict and retired Aug. 1, 1970, after 27 years of service.

Chief Parish, a Marianna, Fla., native, became the eighth CMSAF Aug. 1, 1986. He graduated with honors from his ground weather equipment operator technical training, weather observer technician course and the Air Force Systems Command NCO Academy.

Chief Parish was awarded the Legion of Merit with one oak leaf cluster. He retired in 1986 after 31 years in the Air Force.



Master Sgt. Jonathan Green, 920th Mission Support Squadron poses for a photo with the first Chief Master Sergeant of the Air Force, Paul Airey. (Courtesy Photos)

# Wing leadership gathers for conference

by Master Sgt. Raymond F. Padgett  
920th Rescue Wing Public Affairs

Due to new leadership in all three of the unit's geographic locations, forty-four 920th Rescue Wing commanders, chiefs and first sergeants retreated to the hills of Colorado June 26-30.

Col. Steven Kirkpatrick, wing commander, said he wanted to hold the conference in a central offsite location to "get all of the 920th players together to talk about common issues and vision."

He wanted the conference off-site so there would be no temptation to sneak back into work after hours as many reservists would be apt to do.

Colonel Kirkpatrick said they looked at everything from unit manning documents and mission indicators to awards, morale and inputs the unit could have in the next generation of search and rescue.

Chief Master Sgt. Armand Barrett, the production supervisor with the 920th Aircraft Maintenance Squadron, said it was important for the senior enlisted leadership to attend because many of them had not had the opportunity to meet with the new wing commander.

"We were also given the unique opportunity to work with senior leaders from our GSUs for solutions to common problems." Roundtable discussions addressed top-



First Sergeants of the 920th Rescue Wing gathered for a conference on June 26 - 30 in Colorado. Commanders and Chief Master Sergeants from the wing were also in attendance to discuss the state of the wing, common issues and the Air Force Reserve vision. (Courtesy Photo)

"We're working on a standardized training plan for all three locations to complement each other. I see more of a mindset of unity instead of competition between the units,"

Colonel Steven Kirkpatrick  
Wing Commander

ics such as, the Air Force fitness program; the need for facility upgrades at all three locations; and the ever increasing ancillary training requirements that challenge us to balance between ones's on-the-job training time.

The present condition of the awards and decorations program was a high priority item. Improvements on how to better recognize wing members were looked at in depth.

Colonel Kirkpatrick pointed out the immediate benefit from tearing down the walls of resistance between operations, maintenance, medical and support.

"We're working on a standardized training plan for all three locations to complement each other. I see more of a mindset of unity instead of competition between the units," he said.



A meeting of the minds took place from June 26 - 30 in Colorado Springs. During the conference, some took time out to enjoy Pikes Peak, pictured above. Though not the highest peak in the state, it is the most traveled to mountain in North America. It was the inspiration for Kathy Lee Bates' poem "America the Beautiful." (Courtesy photo)

# Mannequins help improve casualty care

by Master Sgt. Timothy P. Barela  
*Air Force Print News*

**HURLBURT FIELD, Fla.**-- As an independent duty medical technician with Air Force Special Operations Command, Tech. Sgt. Jared Schultz has done casualty evacuations in Iraq and Afghanistan with troops who have lost legs, as well as those who have been shot in just about any body part you can name.

He says nothing came close to preparing paramedics for the chaos of combat ... until now.

Sergeant Schultz says the new casualty evacuation course here is "about as close as you are going to get to the real thing."

"I would have loved to have had this training before I went out on my first casualty evacuation mission," said Sergeant Schultz, an instructor for the new course. "It's focused on the trauma you're gonna see, the aircraft you're gonna fly, the equipment you're gonna

use, the chaotic environment you're gonna be in, and the wounds you're gonna encounter. We're able to simulate that stressed environment here."

AFSOC began its first casualty evacuation course May 15, training five Reserve independent duty medical technicians from the 920th Rescue Wing at Patrick Air Force Base, Fla. The two-week course continues through May 26.

At the hub of the course is the Tactical Operations Medical Skills Lab, better known as the TOMS Lab, according to Master Sgt. Daniel Arnold, superintendent of medical evacuation operations at AFSOC, as well as the lead man for the casualty evacuation training.

"We needed a platform for our pararescuemen and our independent duty technician paramedics to get combat trauma skills to better support our special forces teams," Sergeant Arnold said. "And we wanted this training to be as lifelike as possible."

That realism starts with two special



Tech. Sgt. Jared Schultz demonstrates to students how to secure an airway on a computerized mannequin.

training mannequins. These life-like "human simulators" have computerized sensors that react to any treatment students apply.

"The mannequins breathe, bleed, blink, urinate, tear, drool and secrete fluid from their ears," Sergeant Arnold said. "You can hear their heartbeat, as well as sounds from their lungs and bowels."

"These are the best mannequins I've ever seen," Sergeant Arnold said. "They react to everything the medics are doing without instructor input. If they provide the correct treatment, the mannequin's condition improves. If they provide the incorrect treatment, the mannequin's condition worsens. It's all computerized."

For example, the mannequins can simulate cardiac arrest. The medics may give them a medicine like epinephrine to try to get the heart going again. If they apply the right medication and the correct amount, the heart will start beating and the "patient" will recover. If they apply the wrong medication and/or the incorrect amount, it's curtains.

"The medication they



While Master Sgt. John Schiller (left) secures the airway on a computerized mannequin, Tech. Sgt. Robert Carcieri and Staff Sgt. Suellen Carire begin to tend to a leg wound during a new Air Force Special Operations Command casualty evacuation course. The realistic training is geared to better prepare medics for the chaos of combat operations. All three Airmen are from the 920th Rescue Wing, Patrick Air Force Base, Fla., and were among the first students to attend new course.

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Tech

give the mannequins is actually only water," Sergeant Arnold said. "However, each syringe has a barcode on it. So the sensors in the mannequin read the barcode, telling the computer what type of medication is being used and how much of it is being administered. Then the mannequin reacts accordingly."

They can even put chest tubes in the mannequins, do needle compressions and run tubes down their throats to secure airways and provide oxygen directly to the lungs. Students can rest assured that they will have to work on at least one simulated amputation, with blood squirting out of an artery in the mannequin's leg.

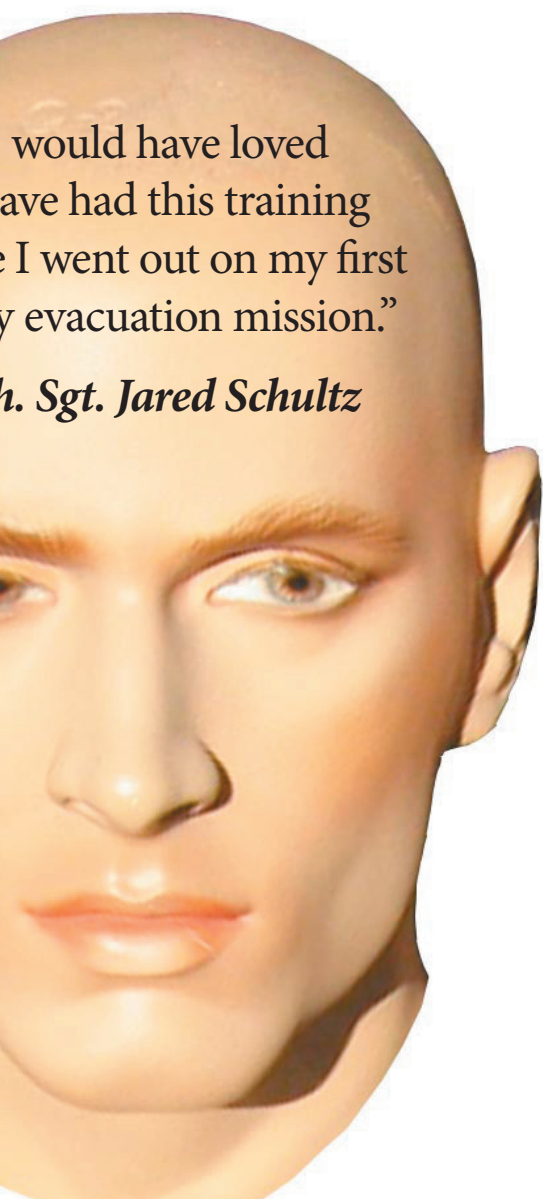
But the instructors don't stop there.



Clockwise from right, Master Sgt. John Schiller, and Tech. Sgts. Dave Foster, Robert Carcieri and Kirk Bobleter treat and stabilize their unique patient, a computerized mannequin, during a new Air Force Special Operations Command casualty evacuation course.

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casualty evacuation mission."

*Staff Sgt. Jared Schultz*



The mannequins are only one aspect of the TOMS Lab. They've also set up the classroom to simulate the conditions in an aircraft during a casualty evacuation.

"We have speakers that blare out the machine-gun fire and rotor sounds of an MH-53 helicopter, as well as the high-pitched whine of an MC-130 (both aircraft used in casualty evacuations)," Sergeant Arnold said. "We also can make it very hot or cold, depending on the combat environment we are mimicking."

Then, just to throw in a little more realism, they turn out the lights, as most combat casualty evacuations are done at night, Sergeant Arnold said.

After training in the TOMS Lab, students get a chance to test their new knowledge. First they set up equipment in a static aircraft and then receive 14 moulage patients -- volunteers from the base -- to treat. They eventually get to fly in an MC-130 Combat Talon out of Duke Field, Fla., using casualty evacuation equipment such as ventilators, suction units and monitoring gear. They pick up casualties in this phase as well.

"The flight is the 'big hurrah.' This is where you get to apply all that training learned in the TOMS Lab," Sergeant Arnold said. "When you're up in the air using the equipment and treating patients, the pilots are yanking

and banking, as they simulate evading ground fire. That's one aspect we couldn't duplicate in the classroom. You might get motion sickness and still have to stay focused."

Staying focused is key to saving lives.

"During my first time out on a real combat casualty evacuation, I was not aware of how difficult it was going to be to communicate in the back of the aircraft," Sergeant Schultz said. "This training shows students how challenging it can be, how the chaotic environment can affect our judgment and performance. It will give them an advantage during the real thing."

The students agree.

"The pressure is on in the aircraft where it's so hard to communicate," said Staff Sgt. Suellen Carire, a medical technician from the 301st Rescue Squadron at Patrick and one of the course's first students. "But the best thing about this course is it prepares us for situations like that by getting us more hands-on training with realistic simulations."

For Tech. Sgt. Kirk Bobleter, another medic from the 301st, he's happy to be one of the first students because he believes the training will help save lives.

"That's the bottom line," he said. "We train to give patients a better chance of a normal, healthy life post-injury."

# 943rd saves mariner off California coast

by Senior Airman Melissa Maraj  
355th Wing Public Affairs

**DAVIS-MONTHAN, Ariz.** - A man aboard a cargo ship, suffering from a near fatal health condition in the middle of the Pacific Ocean would have never believed he could be saved and survive. But he was — and he did.

In the early morning of July 1, a man aboard the Horizon Pacific, more than 500 miles off the California coast, suffered from what doctors believed were stroke like symptoms. He needed immediate care, but the ship was beyond the reach of the U.S. Coast Guard's HH-60 Jayhawk helicopters.

That's when members from the 943rd Rescue Group here were called in and deployed at the last minute to save the man's life.

According to Capt. Eric Simon, 943rd RQG public affairs, the 943rd RQG was called upon because of their ability to fly long distances non-stop while using aerial refueling.

This capability is exactly what saved the man's life.



Maj. John Keeler, HH-60 Pave Hawk pilot and Chief of Safety with the 943rd Rescue Group, gets his gear ready as he prepares to take off from Davis-Monthan for a test flight. Major Keeler participated in the rescue of a civilian onboard a cargo ship off the California coast July 1.



Two 943rd Rescue Group pararescuemen prepare the patient and litter to be hoisted into the HH-60 about 500 miles off the California coast. (U.S. Air Force photo/Tech. Sgt. Scott Pilon)

Air Force pararescue personnel, who are specially trained in tactical emergency medicine for rescue missions in hostile environments, departed D-M in two HH-60G Pave Hawk helicopters — crossing open waters to reach the ship.

This seven-hour, high-risk mission required three aerial refuelings enroute and 30 minutes at the ship to stabilize and hoist the patient to the helicopter.

After four additional hours of flying time and one aerial refueling, the patient was transported to a medical center in California where he received treatment.

"We could not have accomplished this mission without the 79th Rescue Squadron from Davis-Monthan Air Force Base refueling us out to the coast, and the 129th Rescue Group out of NAS Moffett, California who refueled us over the Pacific Ocean," said Col. Robert Dunn, 943rd RQG commander. "In rescues like this one, involving long distances, the tankers are absolutely essential and a true testimonial to the 'One Team, One Fight' genre existing between the ARC and active-duty personnel."

The 943rd is equipped with six HH-60G Pave Hawk helicopters that are capable of conducting worldwide combat search and rescue operations.

"The 943rd also has a large pool of seasoned crewmembers, maintenance

personnel and pararescuemen who have been in the rescue community for close to 20 years, which equates to a lot of experience," said Colonel Dunn.

"The majority of crewmembers, that flew the mission, are combat veterans from Operations Iraqi Freedom or Enduring Freedom, so they're used to quick-draw missions like this one," he said.

"This, along with a culture of 'can do' attitudes of the personnel who truly believe in the rescue motto 'These things we do, so others may live,' contributed to mission's success, Colonel Dunn said.

In total, the crew conducted more than 12 hours of flight time to complete this mission.

"Everybody from the maintenance personnel to the aircrews were on the top of their game for this mission," said Maj. John Keeler, one of the HH-60 Pave Hawk pilots for the mission and Chief of Safety with the 943rd RQG.

"The commitment and professionalism everybody has for getting the mission completed quickly and safely is incredible," Major Keeler said. "It's always a rewarding feeling to help others and be part of a such a great team."

Had it not been for the quick and efficient response of military personnel more than seven hours away, the man could very well have seen his last day



# 304th RQS assists in aircraft recovery efforts

by Maj. James R. Wilson

939th Air Refueling Wing

**PORTLAND, Ore.** -- A team of volunteer divers has finally answered a question that has troubled the family of a Naval aviator since his World War II bomber went down just south of the Oregon border.

The accident occurred Dec. 4, 1944 when the TBF-1 Avenger from Klamath Naval Air Station, Ore. carrying Lt. Robert Pinz and his radioman, David Herget crashed into Clear Lake near Tulelake, Calif.

The Avenger was an American dive bomber aircraft first introduced in 1942 and used by both the Navy and Marine Corps.

Military officials tried to find the aircraft and its crew but were unsuccessful. Herget's body washed ashore several months later but there was no sign of Lieutenant Pinz. Was the lieutenant still waiting to be recovered from the cockpit of his aircraft at the bottom of Clear Lake?

His surviving family learned July 8, 2006—62 years later—his remains are not with the wreckage.

"The family knew there was a chance we might not be able to recover Lieutenant Pinz's remains," Captain Bernard said. "For them, it was more important that the wreckage was found and searched."



The Avenger was a sophisticated torpedo bomber crewed by a pilot, radioman and gunner and was used to attack enemy ships by launching torpedoes. The Avenger is the same type of aircraft that former President George Bush Sr. was piloting when he was shot down in 1944.

The Air Force Reserve's 304th Rescue Squadron at Portland first learned of the plight last year from local media coverage. The 304th organized a team of interested search and rescue experts based throughout the Pacific Northwest in hopes of shedding some light on the mystery.

Using technology and decades of experience in dive operations, volunteers from the search team organized by the 304th RQS located the Avenger's engine and propeller on Aug. 31, 2005.

The group returned to the lake several months later. This time, the group combed

over the wreckage for several hours. They searched the cockpit area, flight controls, and the turret gun but found no trace of Lieutenant Pinz.

"At this point, there were a number of boats on the lake," Captain Bernard said. "Dive team members, family and friends of Lieutenant Pinz, 304th RQS members and others all had their boats anchored above the area where the wreckage was located. But after conferring with the team, we felt there was little chance of us locating his remains."

With the family's blessing, the group ended the search and instead held a memorial service for Lieutenant Robert Pinz.

The pastor from a local church delivered a eulogy for the fallen aviator. A family member released rose petals into the air which gently fell to the water. A wreath was placed on the lake in his honor. Afterwards, the group played taps while Captain Bernard and Staff Sgt. Terri Deimer, also of the 304th RQS, presented a folded flag to the surviving niece, Linda (Pinz) de Roo.

Mort Pinz, the lieutenant's 97-year old brother, was unable to attend the recovery effort but wrote of a letter of thanks in advance to the team.

The Pinz Family offer their sincere appreciation for all of the efforts and time spent on this quest, he said in his letter to the team. "This has been something we have talked about for years but thought would never happen. My daughter and I thank you for making this possible."



Linda Pinz de Roo drops rose petals as a sign of her affection for her uncle, Lt. Robert Pinz, at Clear Lake National Wildlife Refuge, Calif. Lt. Pinz, a former Navy pilot, died when his TBF-1 Avenger aircraft crashed into the lake in 1944 while on a training mission from Klamath Naval Air Station. (U.S. Air Force photo/Capt. Chris Bernard)

## Retirement Application Process Centralized For Reservists

by Tech. Sgt. Rob Mims

ARPC Public Affairs

Beginning July 31, all eligible members of the Air Force Reserve will submit their retirement application electronically via the virtual Personnel Center Guard and Reserve, a 24/7 customer service Web portal operated by the Air Reserve Personnel Center here.

"The ultimate goal is to improve and streamline how we deliver services to our reservists," said Col. Ann Shippy, ARPC commander. "We're leveraging technology and Web application to help strike the balance necessary to continue to deliver service with fewer personnelists."

Previously, reservists had to visit their local military personnel flight, complete the required retirement application package, submit it to their supervisor or commander, and send it to ARPC.

This new Web-enabled service is available at any time from anywhere in the world and will give Airmen the ability to monitor the status of their application from start to finish. Reservists can log on to the vPC-GR at <http://arpc.afrc.af.mil/support/default.asp> to begin the process.

Once approved, the vPC-GR will send e-mail notifications to the member and the person's commander or program manager. This new process only applies to members who have not yet initiated a retirement application. This process does not apply to Airmen who have already applied for retirement through their local MPF.

The technical wizards and personnel specialists of the Service Delivery Transformation Team at ARPC continuously study which processes handled by local MPFs can be centralized and automated at ARPC.

In the future, centralized services should account for nearly every aspect of every reservists' personnel actions, from initial enlistment to far beyond retirement and everything in between.

ARPC and the Air Force Personnel Center are working simultaneously on centralizing and automating many of their processes for all Airmen and civilians in the Total Force.

## Changes Made For Enlisted Uniforms

by Tech. Sgt. Rob Mims

ARPC Public Affairs

**WASHINGTON** -- Following the Air Force chief of staff's vision of "lasting heritage - limitless horizons," the Air Force uniform board made minor changes to the enlisted uniform.

These changes include returning to the U.S. insignia with circle for the service dress uniform and the deletion of the optional shoulder board rank for the blue uniform, making the sleeve chevrons mandatory.

The implementation date for the circled insignia is Jan. 1, 2007, and the date for mandatory wear of chevrons on the sleeves is Oct. 1, 2006, Air Force officials said.

"We are going back to our heritage. (The enlisted) started wearing lapel insignias in December 1902," said Chief Master Sgt. Malcolm McVicar, the director of the Air Force Enlisted Heritage Research Institute at Maxwell Air Force Base, Ala. "The enlisted insignia was on a circular disk and the

officer's was not."

The shoulder board rank, originally called shoulder mark insignia, for senior NCOs was first introduced in 1976. The shoulder boards were thought of as a way to bring some recognition to the top three NCO ranks, and were approved in 1982.

In 1991, the chevron designs changed for the top three enlisted ranks by providing immediate recognition at a distance in any uniform combination.

A stripe was removed from the lower portion of the chevron and added to the top for master, senior and chief master sergeant, to include the chief master sergeant of the Air Force.

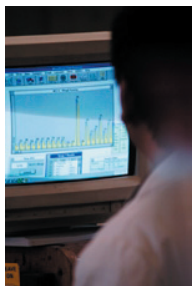
It has been more than 10 years since the new enlisted chevrons were introduced. Since then, there have been numerous recommendations to remove the optional enlisted shoulder boards worn by some within the top three enlisted ranks, Chief McVicar said.

The chief master sergeant of the Air Force sees these changes as a way to keep the Air Force's enlisted heritage alive..



Gen. T. Michael Moseley, Air Force chief of staff, examines the look of the first Air Force uniform, worn here by Chief Master Sgt. Malcolm McVicar during the 2006 Worldwide Command Chiefs Conference at the Air Force Senior NCO Academy, Gunter Annex, Ala. (U.S. Air Force photo/Carl Bergquist)

## vPC-GR Portal



Portal offers many automated services to Reservists including everything from banking to ordering pizza and taking college classes to shopping can be accomplished online. The Air Reserve Personnel Center is

dedicated to enabling the same type of capability for Guard and Reserve members with the virtual Personnel

Center-Guard and Reserve, a Web portal located on the ARPC Web site at <http://arpc.afrc.af.mil>.

New capabilities are being launched to help personnel conduct transactions online without having to visit their military personnel flight.

## Reserve Income Replacement

The Reserve Income Replacement Program was created to compensate for the difference between a member's civilian and military income.

The average monthly civilian income is the earned income of the member for either the 12 months preceding the members mobilization or the 12 months covered by the member's most recent Federal income tax filing, divided by 12.

The total monthly military compensation is the amount, on a monthly basis, of the sum of: the amount of regular military compensation and any special pay or incentive pay and any allowance not included in regular military compensation that is paid to the member on a monthly basis.

### Payment Method:

Payments are made for each full month of involuntarily mobilized service after meeting eligibility requirements - Differential must be greater than



\$50.00

- Payment may not exceed \$3,000 per month

- No payments after 31 Dec 2008

You can apply for RIRP via the vPC-

GR, by creating an account then accessing the application (not yet available), which will be located within Online Services. Notification of start date will be posted on the ARPC website. Please continue to visit this site for further updates.

## Bonus Amounts Approved

Air Force Reserve Command recently approved new bonus amounts authorized by the fiscal year 2005 and 2006 National Defense Authorizations Acts.

Air Force Reserve members may now qualify for bonuses up to \$20,000 based on the type of incentive bonus and term of enlistment.



Reservists will be required

to enlist for three or six years and sign a bonus program contract.

There are some basic requirements such as enlistment into a bonus duty AFSC, maximum years of service (based on paydate), and satisfactory participation in the Air Force Reserve.

Changes to the bonus program include a new payment schedule of 50 percent af-

ter completion of the first year and equal yearly installments thereafter through the end of the contract period.

There is no longer a maximum number of bonuses that a member may receive, however, bonus payments will not be paid beyond 24 years of service (based on paydate).

The increased bonus amounts are retroactive to 1 October 2005. Anyone that has enlisted in a bonus duty AFSC since that time should contact Master Sgt. Clay Henry, 920th Rescue Wing career assistance advisor in bldg 313, room 102, or by calling 321-494-9016.

## UTA Child Care



For the monthly UTAs, eight slots are available for child care on a first come first serve basis.

Reservations are taken the second week of the month for the following UTA.

For Annual Tour requirements providers have regular child care during the week with a ratio of six children in care including their own. Parents should call Tina Washington at 321-494-8381.

# 920 RQW Web Site



spread the news

For instant access to 920th Rescue Wing news, photos, information, biographies, fact sheets and access to the current Angel's Wings, as well as past editions, visit:

[www.920rqw.afrc.af.mil](http://www.920rqw.afrc.af.mil)

# PARARESCUE



## DO YOU HAVE WHAT IT TAKES?

Are you a male, United States citizen with normal color vision and the ability to possess a security clearance? Would you be able to complete the Physical Ability and Stamina test? If so, The 920th Rescue Wing is looking for highly motivated, qualified individuals to become USAF Pararescuemen and Combat Rescue Officers. For more information on becoming a PJ contact Master Sgt. Brenda Kartheiser at 494-1962 or 321-255-3454. For information on CRO positions contact Master Sgt. Kristi Galvin at 321-436-1544 or 321-436-1544.

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