



# ANGEL'S WINGS

920th Rescue Wing, Patrick Air Force Base Florida

VOLUME 4, NO. 12



DECEMBER 2006

## Spinning up

## for War

### 301<sup>st</sup> crews prep for high-altitude AEF

#### What's inside?

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# Thank you, happy holidays

By Col. Steve Kirkpatrick  
Rescue Wing Commander

As we move from an Operational Readiness Inspection to the holiday season, I want to say thanks to the Airmen of the 920th Rescue Wing for giving 100 percent and successfully passing the ORI. This was a very tough inspection and we should be proud as a wing that we met the challenge. We have many who were rewarded as an excellent or outstanding performer, but it was truly a team effort.

Our Aeromedical Staging Squadron made us proud by scoring an "excellent" during its ORI held in Gulfport, Miss., separated from the rest of the wing. They are a great part of our organization and perform such a vital role in our wing and abroad.

In the midst of ORI preparations, real world operations did not cease. We successfully rescued a man off the coast of Jacksonville while preparations were in high gear. His boat had capsized and we got the call to go find him. Our folks quickly arrived at the scene and pulled him from the water. He was hypothermic and would not have lasted much longer without our help.

The priority now shifts to our upcoming AEF rotation. For those deploying members, please give the gift of preparedness to your families this pre-AEF season. Ensure all personal issues, like wills, powers of

attorney, financial issues, etc., are taken care of so that your family can adequately take care of business in your absence. For those who are not deploying, please continue the teamwork to ensure all of our folks are



ready and supplied for success overseas. Combat search and rescue is what we do best and I know our folks will again make us proud.

I encourage all of you to really enjoy the holiday season.

Thanksgiving, Christmas and New Year's are great times for families to get together and enjoy each other. They're also an opportunity to reach out to those who don't have family nearby. I encourage you to be their "extended" family and help them enjoy the holidays too. Finally I implore you to be safe during the holidays and come back invigorated so I can see your smiling face next year.

Thanks for what you do and all you contribute to this wing... that others may live. Happy Holidays!

*Col. K*

"Thanks for what you do and all you contribute to this wing... that others may live. Happy Holidays!"

Col. Steve Kirkpatrick



Col. Steven Kirkpatrick  
Wing Commander

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On the Cover:



A 301st Rescue Squadron crew led by Lt. Col. Chris Hannon practices precision hovering in a mountain range near Davis-Monthan Air Force Base, Ariz. This training will help prepare the 301st to deploy in support of Operation Enduring Freedom early next year (Photo by Senior Airman Jonathan Simmons).

UTA Schedule

Next UTA: Jan 6-7

Feb. 3-4

March 3-4

April 7-8

# ASTS makes grade for excellent health

By 1<sup>st</sup> Lt. Cathleen Snow  
Rescue Wing Public Affairs

“Send in the varsity if you are going to play ball,” said Col. Lewis Neace, 920<sup>th</sup> Aeromedical Staging Squadron commander.

His squadron reeled in an excellent on their recent Operational Readiness Inspection and also scored off the charts in an enormous administrative inspection they faced prior to the ORI.

Doing well on these two major items can only translate into one thing; the ASTS is in excellent shape.

The ASTS commander attributes the condition of his squadron to its experience and dedication. There are 184 reasons why you are in good hands when you go to the ASTS. A compliment of doctors, surgeons, nurses, dentists, optometrists and medical professionals inject a breadth of experience while carrying out the ASTS’s three primary missions:

Medical professionals support the medical health of wing members so they are available to deploy; they support Contingency Aeromedical Staging Facility Missions stabilizing patients for air transport; and they provide healthcare for national humanitarian missions worldwide.

“We are such a big unit with such a broad mission,” said Colonel Neace whose dedication sets the tone for the whole squadron.

In a typical scenario, Colonel Neace gets into his car on a misty Oregon morning; backs out of his driveway;

boards a plane and literally flies across the United States to perform a drill weekend here. Although he shrugs off this continental trek as commonplace, and he says he does it because he loves rescue. He then skips on to gushing about his team of professionals. He says a drill weekend is merely a glimpse into what 920<sup>th</sup> caregivers do day-to-day.

Their healing hands extend beyond borders. As seen in their high operations tempo, they are a vital link in the continuum of patient care in the Global War on Terrorism.

And they are some of the most experienced the medical community has to offer, said the Colonel. As with any smooth operation, there’s also someone running the show. Maj. Paul Schulte is the 920<sup>th</sup> ASTS director of operations. He along with the day-to-day team keeps the machine well-oiled.

Then there is Chief Master Sgt. Dorlen

Martin, ASTS health services manager. She is the rock that holds the foundation secure for the rest of the ASTS. Chief Martin attributes the outstanding customer service to her loyal full-time staff of “multi-taskers.” “Not only do they perform their daily tasks, they help each other and can jump in to get the job done if someone is on leave or on temporary duty. Seventy percent of the time, if a unit member needs something, a full time ASTS staff member is there to assist,” said the Chief. “Their ability to do whatever it takes” has led to the wide success of their squadron, she continued.

Along with Chief Martin, her team consists of Master Sgt. Randy McCandless, Master Sgt. Angela Woods, Tech. Sgt. Chris Millar, Tech. Sgt. Maria Wilborn, Penny Wilant, Rich Pollock and Amanda Houck.

Another factor that weighs in to the ASTS is success during deployments. Even as the director, like many in the unit, Major Schulte is no stranger to deploying. He accepted patients off the battlefield from November 2005 to January 2006 while deployed to Balad, Iraq, directing the treatment and evacuation of the wounded.

“It all boils down to one thing,” said Major Schulte, “It’s taking care of those kids.”

“Combat missions are an ongoing thing,” he added.

The commander concurred, “It’s a revolving door – our people are over there replacing each other,” said Colonel Neace.



Photo by Senior Airman Jonathan Simmons

Tech. Sgt. Maria Wilborn, emergency medical technician with the 920<sup>th</sup> ASTS, dons her helmet during an ORI preparatory exercise.

(See ASTS, back page)





Photos by Master Sgt. Chance Babin

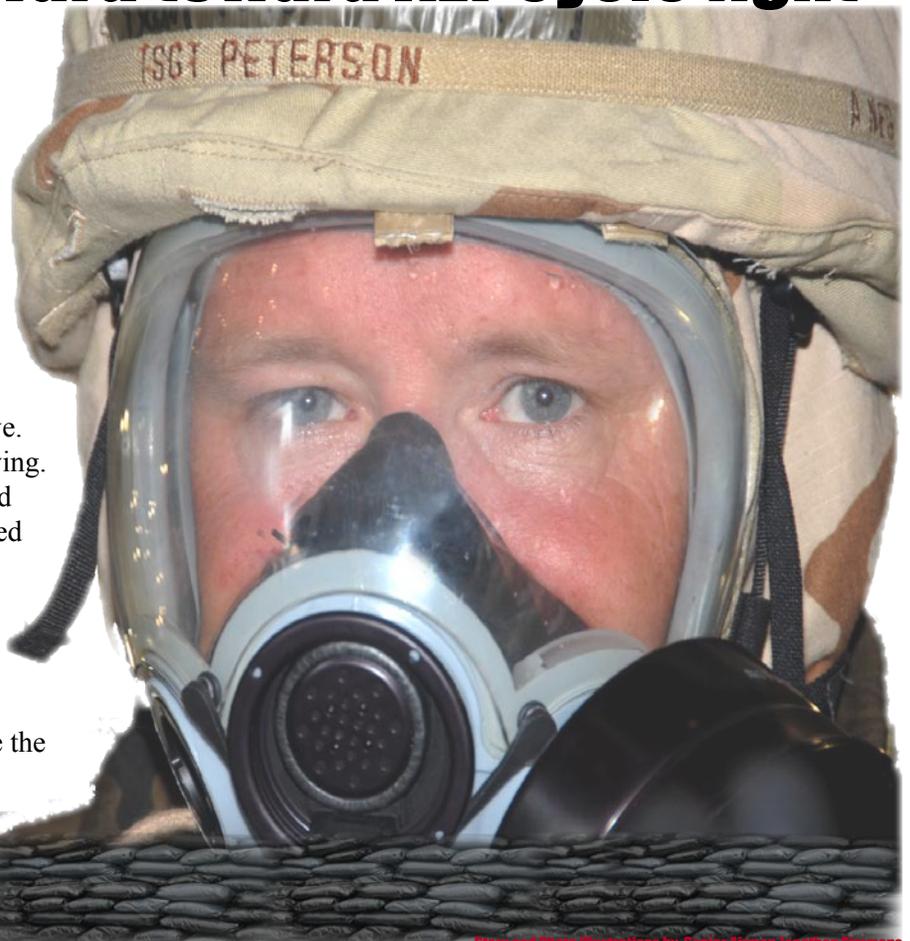
## ORI down...real world war to go Wing moves forward toward AEF cycle fight

**T**he Operational Readiness Inspection is over and as the inspectors move on to look at other units, the 920<sup>th</sup> Rescue Wing moves toward its Operation Enduring Freedom Air Expeditionary Force deployment.

Months of preparation culminated in a grueling two-day war game. Leaving no detail unexamined, the Air Combat Command inspection team was satisfied that the wing has what it takes to fly, fight and accomplish the mission so that others may live.

This inspection was a unique one for the wing. Most Unit Type Codes (UTCs) were inspected at Camp Patriot, a simulated forward deployed location here, while the Aeromedical Staging Squadron deployed to Gulfport, Miss., for their inspection.

The Wing learned where its strengths lie and what areas need improvement. Wing units are training hard to make sure they have the highest level of readiness possible going into the AEF cycle.



Story and Photo Illustrations by Senior Airman Jonathan Simmons

# Squadron spins up for high-altitude war

By Senior Airman Jonathan Simmons  
Rescue Wing Public Affairs

**T**here are many ways to die in war and not all of them involve bullets.

Reserve Airmen from the 301<sup>st</sup> Rescue Squadron trained Nov. 9 through 17 at Davis-Monthan Air Force Base, Ariz., for the high-altitude rigors and hazards of the Southwest Asian deployed environment they anticipate for their '07 Air Expeditionary Force participation.

The majority of the Wing's day-to-day rescue operations are at low altitude and involve coastal flying conditions. This is in stark contrast to the dry, thin air and mountainous locations in which 920<sup>th</sup> crews will be flying and fighting this AEF cycle.

Crews will have to keep their eyes peeled for both windy gusts and rocket propelled grenades.

"Where we're going is very different than Florida," said Lt. Col. Chris Hannon, 301<sup>st</sup> RQS commander. "At home the aircraft are like sports cars, but over there they're more like Mack trucks."

Crewmembers learned just how much this difference means as the spin-up training kicked off with a full day of pain-staking power requirement calculations, weight and balance negotiations and mission planning.

"Out there during the actual mission we'll be on a razor's edge of the aircraft's abilities," said Colonel Hannon. "There'll be a guy out there who will die if we don't do the mission, so we plan hard to make sure we (are able to) do the mission," said Colonel Hannon.

This aircrew-centered training is the first of two off-site trainings leading up to the AEF. Aircrew, maintenance



**Maj. Mike Brasher, 301st Rescue Squadron pilot, returns to base after a long day of mountain flying near Davis-Monthan Air Force Base, Ariz. The Wing's AEF vulnerability comes early next year.**

"We sweat hard in training to bleed less in war,"

Master Sgt.  
Glenn Roberts

and support Air Force Specialty Codes from the 920<sup>th</sup> Rescue Wing were involved, and the wing's geographically separated 943<sup>rd</sup> Rescue Group provided facilities and logistics

support at DM.

The second training will be mission-centered, wargame-like and will be staged early next year after the aircraft operators are acclimated to the hostility of the new flying environment.

"Small mistakes can be catastrophic," said Col. Philip Manning, 920<sup>th</sup> RQW vice commander. "This is where we work out those small mistakes."

Day two the crews were off the ground. They set out to pursue mistake-free flying as they began a rigorous schedule of day flights.

Between the flights' landing zones and precision hovering -- instructions, calculations and site evaluations buzzed back and forth over the communication system. In a wartime setting, this communication would play a vital part in keeping the crew alive.

Four days into the training, crews crossed over to the dark side of day with night flying. Night flying can be tricky, and in the windy mountains of a cold desert it can be a matter of life and death for the downed Soldier and for the Airmen who set out to save him when the Blackhawk goes down.

"You can't just turn the lights on like in a car," said Capt. John Tatton, 301<sup>st</sup> RQS pilot. "Because then people shoot at you."

Crews use night vision equipment to navigate through mountains that, in the dark, seem to blend into each other and into the sky.

"One hour of flying with NVGs (night vision goggles) is like three and 3/4 hours of day flying," said Captain Tatton. "You get fatigued after a while so we have to log night hours to make sure we are always ready to handle that stress."

From now until deployment day the Reserve Airmen of the 920<sup>th</sup> Rescue Wing train hard to fly and fight safely that others may live...or as Master Sgt. Glenn Roberts, 301<sup>st</sup> flight engineer, says: "We sweat hard in training to bleed less in war."



# Veteran's Day football honors rescue community

By Senior Airman Jonathan Simmons  
Rescue Wing Public Affairs

The Notre Dame Fighting Irish manhandled the Air Force Academy Falcons Nov. 11 with a final score of 39-17 in front of a sellout, Veterans Day crowd in Colorado Springs. The real winner that day, however, was Combat Search and Rescue. Both teams' helmets sported the CSAR green feet as a tribute to Airmen past and present who've sacrificed for freedom.

All Falcon and Irish head gear featured the squadron-specific, six-toed, Green feet logo representing the 66th Rescue Squadron and Air Force rescue community, and honoring the 12 Airmen of the 66th RQS who died in the Sept. 3, 1998, mid-air collision of two HH-60 helicopters near Nellis

Air Force Base, Nev.

One of the dozen who perished was 1992 Academy graduate Gregg Lewis, whose father Bill is the assistant head football coach at Notre Dame.

"Gregg Lewis was a proud member of the 66th Squadron," Air Force head football coach Fisher DeBerry said. "This day to honor him and his dad should bring additional pride to all those who now proudly serve in the 66th and in the memory of those who lost their lives serving this great squadron."

This showing should also be a source of pride for the entire CSAR community.

Current 66th RQS commander, Lt. Col. T. J. Porterfield amplified Coach DeBerry's sentiments.

"We are honored and deeply touched by this tremendous gesture on the

part of both teams," he said. "Current members of the 66th Rescue Squadron are reminded everyday of the sacrifice made by these 12 heroes, as they pause by the memorial in front of our unit. We keep those 12 fallen warriors, as well as two more lost in separate mishaps, close in our thoughts and prayers to this day and are grateful to honor them all this Saturday."

During the game, photos of Gregg Lewis were shown on the Falcon Stadium scoreboard as a salute to the fallen Academy grad, who like fellow members of the Air Force rescue community served "that others may live."

The game marked the first time Notre Dame has ever worn a logo of any kind on its gold helmets.

(Information provided by Wayne Amann, USAFA)

## Major hits the "ottobaun", leaves final words

By Maj. Ray Otto

Former Logistics Readiness Flight Commander

In the past, I have been known to use the Bill Cosby phrase "sick and tired, tired and sick" to describe our morale when deploying or supporting the deployed. A much better mindset is to remember that no one wants to go without us. If you are going to war, riding the Shuttle to the stars, or flying across the ocean, you want the best team available if something should go wrong. We are that life-saving team.

Hey! Look around you. Everyone of us makes a difference, whether we are in the Balad trauma center working in emergency surgery, carrying an M-4 and guarding the flight-line, setting up communications gear, fixing a hydraulic line, packing parachutes, or processing paperwork. Each one of us is performing a function that is vital to our mission. Our product is hard

to quantify. We stand quietly in the background, waiting. Those in the line of fire can focus on their missions because they know we are waiting, and we are ready.

America needs us. Our cohorts who are in combat need us. Everytime you watch the news and see troops doing their job, putting their lives on the line, we are supporting them. They do not know our names, but they know if they get hurt, we are on our way. Top-notch crews, flying well-maintained aircraft, are ready to take off on rescue missions. Combat-experienced medical care providers are in place and waiting to begin treatment. Dedicated support personnel are greasing the skids to make things happen. We provide those services, and everyone wants us on their team.

The reality is that each one of us can make our team better or worse. Our unit, our squadron, our group, our wing—it is up to each one of us and all of us together. We are nothing by

ourselves. However, we are amazing when we work as a team. The synergy of working together allows us to perform remarkable feats.

We have the training. It is up to each one of us to make the most of it. Engage! Do not sit, daydream, and expect things to come to you. We have the same amount time at the unit whether we engage or sit and wait for someone to tell us what to do. Do not waste a single minute of it. We need to prepare. We need to be ready. We need to have the confidence that comes from training. Nothing is wasted. Everytime we work together, we get better at it. We have all the tools we need to excel. Do not look to others to make our wing look good, look to yourselves.

As I leave the pattern on a new flight plan, my challenge to each one of you is to train hard, work together, and sleep well knowing we are the best at what we do so "that others may live."



# On duty and off 920<sup>th</sup> Airmen are rescuers to the core

By Senior Airman Heather Kelly  
Rescue Wing Public Affairs

**A**s Airmen of the 920<sup>th</sup> Rescue Wing are fully aware, the call for help may come at any time. Recently three wing members from three different career fields answered that call, proving that the rescue ethos is more than a mission; it's a way of life.

Staff Sgt. Wilson Maldonado, with the 920<sup>th</sup> RQW Security Forces Squadron, was supporting the 569<sup>th</sup> U.S. Forces Police Squadron at Volgelweh Air Base, Germany, when he witnessed something out of the ordinary.

"While we were patrolling the base, we drove by some people coming out of the theater," Sergeant Maldonado recounted. "When one woman fell to the ground and started convulsing," he said.

"I immediately stopped the vehicle to help her out," said Sergeant Maldonado. "The first thing I did was call for rescue, then I picked her up and put her in the shade."

After the fire department arrived, the situation was stabilized and they took the woman to Landstuhl Regional Medical Center for treatment.

Sergeant Maldonado's quick actions to shield the victim from the blazing summer sun were more helpful than he could have known. After following up on the woman, he discovered she had been diagnosed and treated for heat stroke.

"Thankfully, they said she would be alright. She could have gone unconscious or received brain damage if untreated," Sergeant Maldonado recounted. "It's a good feeling to help out another human being," he said.

As a helicopter pilot with the 301<sup>st</sup> Rescue Squadron, Lt. Col. Robert Ament knows all too well how good

it feels to help others; the Colonel and fellow 920<sup>th</sup> aircrewmembers were responsible for saving over a thousand lives during last year's Hurricane Katrina rescue operations.

During a recent trip on a commercial airline flight however, the Colonel faced an emergency situation that required more than his skills as a seasoned pilot.

"I was a passenger on the flight and there was another passenger on board who was experiencing chest pains," said Colonel Ament. "The flight attendants were aware that I had emergency medical treatment experience and asked me to help," explained Colonel Ament.

After checking his pulse, the Colonel gauged that the gentleman was suffering from pulseless electrical activity and suggested that they move the victim into the galley, where they provided him with oxygen.

"He had a pacemaker so the defibrillator couldn't be used," said Colonel Ament.

"We diverted and made an emergency landing in Raleigh, N.C. When we landed, an ambulance was waiting and quickly administered an IV and epinephrine," he explained. "He was stabilized and talking when we left."

While Colonel Ament was able to react at a moment's notice in the air, 920<sup>th</sup> Maintenance Group executive officer: 2<sup>nd</sup> Lt. Robert Costa had his feet planted firmly in the ground when he helped to rescue a family from a burning apartment building last year.

In civilian life, Lieutenant Costa, serves as a police officer with the

Orlando Police Department. He and four fellow police officers took part in the fiery rescue at the Palm Bay Apartments in Orlando.

"We were on patrol and happened to be in the area when we observed smoke coming from the downstairs unit," said Lieutenant Costa.

Intense heat and smoke prevented the policemen from entering the ground floor apartment, so they broke out the rear windows to vent the smoke and call inside for victims, according to reports.

No one was home but the officers found residents trapped upstairs in a second-floor apartment.

"We formed a human-chain going upstairs," said Lieutenant Costa. "You could feel the heat of the fire starting to engulf the top floor," he said.

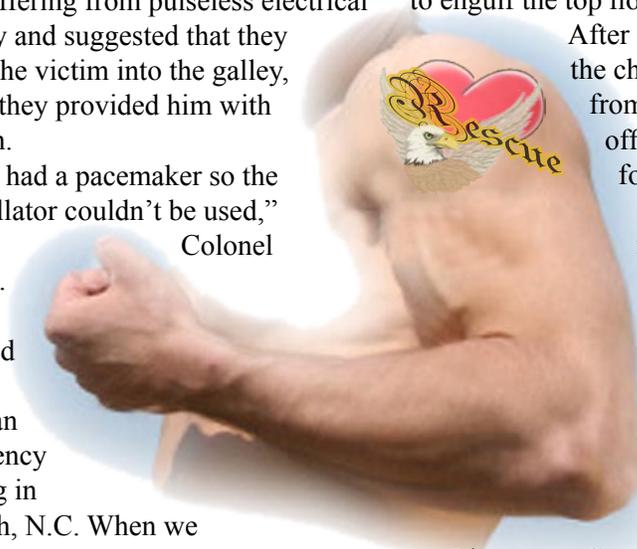
After safely extracting the children and adults from the inferno, the officers were treated for smoke inhalation.

The officers received the state's Medal of Heroism from Florida Governor Jeb Bush and the police department's Award of Valor for their efforts.

Lieutenant Costa chalks his heroism up to being in the right place at the right time. "In situations like those, your training takes over. There's no time to think, you just react," he said.

"It is never a thought for reward that motivates you, it's just something that's inside."

920<sup>th</sup> RQW Airmen continue to demonstrate both on duty and off that isn't just a patch on the arm, it's a beat in the heart.



# High Speed

## Promotions



**Lt. Col.**

David Baysinger, 301st RQS  
 Daniel Byers, 39th RQS  
 Robert Cooke, 39th RQS  
 Antonio Cunha, 39th RQS  
 Michael Egan, 39th RQS  
 Roger Gibson, 39th RQS  
 Patrick Johnson, ASTS  
 Ann Lewandowski, ASTS  
 Michael Manion, 301st RQS  
 Paul Nevius, RQW  
 Timothy Pfeifer, 301st RQS  
 Rhee Thomas, ASTS  
 John Weller, RQW  
 Matthew Winkler, 39th RQS



**Tech. Sgt.**

Suellen Carire, 301st RQS  
 Daniel Jones, 920th OSF  
 Erica Mccoy, 920th MXG  
 Brandon Mcelroy, 39th RQS  
 Pedro Moya, Jr., 920th ASTS  
 Nicholas Pilant, 920th RQW  
 William Towers, 301st RQS



**Staff Sgt.**

Patrick Dunne, 308th RQS  
 Justin Neal, 39th RQS  
 Marisol Ponce, 920th MXG  
 Deerica Robinson, 920th ASTS



**Senior Airman**

Nikola Griggs, 920th ASTS  
 Brian Leon Guerrero, 943rd RQG



**Airman 1st Class**

Israel Staley, 306th RQS



**Master Sgt.**

Kimberly Cooper, 943rd RQG  
 Clifford Douglas, 943rd RQG  
 Carl Gitzen, 920th MXG  
 William Kerr, 920th MXG  
 Timothy Maurer, 920th MXG  
 John Mcguire, 943rd RQG  
 Marc Smith, 308th RQS

## Maintenance Group

By 2<sup>nd</sup> Lt. Jaime Pinto

Rescue Wing Public Affairs

The 920<sup>th</sup> Maintenance Group continues to recognize outstanding individuals with the Save-of-the-Month Awards for October.

Congratulations to Tech. Sgts. Tim Jackson, Larry Jarrell, Mike Pelezo and Staff Sgt. Ken Chapman, all four are Save of the Month Award winners for October.

Sergeant Jackson, an HC-130 crew chief, earned his Save of the Month award for his attentive detail while on duty. During a routine engine start just prior to taxi, Sergeant Jackson noticed the hinge on the crew entrance door of the HC-130 was hanging down and cocked to the side. Acting quickly, Sergeant Jackson got the attention of the marshaler, and together they were able to get the attention of the crew to shutdown engines one and two for closer inspection.

Upon further investigation, Sergeant Jackson noticed the hinge pin on the crew entrance door had come loose, causing the hinge to hang loose from the aircraft. Sergeant Jackson removed the hinge, allowing the crew to continue their scheduled mission.

“Catching the loose hinge felt good, by working together we prevented an aircraft incident. You walk away from those days thinking you’ve done something good,” said Sergeant Jackson.

The keen observation of Sergeant Jackson prevented the possibility of severe damage such as the hinge coming off during flight and striking the prop or being sucked into the number two engine and causing catastrophic damage. For his attention to detail, Sergeant Jackson is one of the Save of the Month recipients for October.

Sergeant Jarrell, a guidance and control avionics technician, also received

## 19 This month in history 81

By Tech. Sgt. Shane Smith

December 5, 1981, the 301<sup>st</sup> Aerospace Rescue and Recovery Squadron recorded its 83<sup>rd</sup> save and first rescue off a cruise ship. The rescue occurred approximately 280 nautical miles southeast of Miami outside the Coast Guard’s helicopters’ range. According to the ships doctor, a 49-year-old seaman on the German vessel Volendam suffered from leg surgery complications. At 5:57 p.m., a 301<sup>st</sup> helicopter and a tanker took off and flew at night with low, scattered clouds to rendezvous with the cruise ship approximately 23 miles from the Cuban

coast. According to Capt. Ken Johnson, the helicopter pilot: the crew used light signals to communicate with the ship as the helicopter hovered about 75 feet off the Volendam’s deck-- lower than the ship’s smokestacks. Pararescuemen Staff Sgts. Michael Bell and Joe Johnston stabilized the injured leg, secured the seaman to a Stokes litter and hoisted him into the hovering helicopter. The rescue crews then headed to Mercy Hospital in Miami, air-refueling along the way.

(Information courtesy of 920<sup>th</sup> Rescue Wing Historian Office)

# Commander announces October Save of month winners

the Save-of-the-Month award for October for his troubleshooting abilities.

The avionics shop had been troubleshooting a fuel quantity discrepancy on the number four engine on one of the aircraft for approximately two months-- a difficult problem to diagnose; the aircraft had been in and out of avionics several times.

Using his systems knowledge, Sergeant Jarrell decided to investigate the external fuel quantity probes. Climbing to the top of the wing, Sergeant Jarrell investigated all six probes one at a time. Inspection of the last probe revealed the problem, a broken wire lead. Sergeant Jarrell was able to rewire the probe, providing a successful operations check.

"It is not everyday that we get a big job like the fuel quantity discrepancy issue. Finding the issue provides job satisfaction and I am glad we were able to get the aircraft running again," said Sergeant Jarrell.

Since Sergeant Jarrell's fix, the aircraft has not encountered any fuel quantity discrepancies. Sergeant Jarrell's successful troubleshooting techniques made him one of the Save-of-the-Month award winners for October.

Sergeant's Mike Pelezo and Ken Chapman, electrical-environmental specialists, earned their Save-of-the-Month awards for troubleshooting a bleed air problem on an HC-130 P/N during the Operational Readiness Exercise graveyard shift.

Bleed air comes from the engine and is heated or cooled to run certain systems on the aircraft, such as the air conditioning and floor heat. The suspected bleed air problem on this aircraft was preventing the number four engine from starting.

Sergeant's Pelezo and Chapman began troubleshooting the problem, which eventually led them to inspection of the horse-collar compartment and

valve. Due to its location on top of the wing, the horse-collar compartment is difficult to investigate. With teamwork, the pair discovered a loose cannon plug and was able to tighten and rewire the plug resulting in a positive checkout.

"The wiring is difficult to troubleshoot because it is encased and cannot be seen without a detailed inspection," said Sergeant Chapman.

The pair's attention to detail and excellent teamwork led to a successful maintenance repair saving valuable time and effort and allowing the mission to continue the following morning. Congratulations to Sergeant's Pelezo and Chapman for their Save-of-the-Month award.



**Staff Sgts. Ken Chapman (pictured above) and Mike Pelezo (not pictured) troubleshooted a midnight air bleed problem during the ORE.**



**Tech. Sgt. Larry Jarrell, October Save of the Month winner, troubleshooted a fuel quantity discrepancy that had eluded maintenance crews.**



**Tech. Sgt. Tim Jackson, October Save of the Month winner, discovered and repaired this critical defect during aircraft startup.**

# BRIEF

## and to the point...

### PME PUSH

Master sergeants must now finish the Air Force Senior NCO Academy before they fill a senior or chief master sergeant position in the Air Force Reserve. Lt. Gen. John Bradley, chief of the Air Force Reserve, announced the policy in a Sept. 27 memorandum.

Previously master sergeants had to complete the top enlisted professional military education before they sewed on senior master sergeant stripes. However, they could fill a higher-graded position as long as they enrolled in the academy within six months of their duty effective date. The new policy still requires getting the academy done before promotion but gives added emphasis to the importance of enlisted PME.

### MORE RESERVISTS

Air Force Reserve Command will have a slightly larger force in 2007. The fiscal 2007 Defense Appropriations Act signed by President George W. Bush Sept. 29 funds an end-strength of 74,900 reservists. That's 900 additional reservists compared to the fiscal year 2006 end-strength of 74,000. The new legislation also approves 10,214 full-time air reserve technicians and 2,707 full-time Active Guard and Reserve personnel. The defense bill funds a 2.2 percent across-the-board military pay raise for active and reserve forces as requested in the President's Budget earlier this year.

### AIR FORCE RESERVE CHANGES OFFICER PROMOTION SYSTEM

Air Force Reserve Command is changing its officer promotion system to meet future total force requirements. In one change, the command will combine Selected Reserve (Categories

A and B) and Participating Individual Ready Reserve, or PIRR, (Category E) officers into a single promotion group. Under force shaping actions, the Air Force Reserve will shift some of its member authorizations from paid positions in the Selected Reserve to non-paid status in the Participating Individual Ready Reserve.

For more information, read the Air Force Print News story at

<http://www.af.mil/news/story.asp?storyID=123028413>

### MANDATORY ANTHRAX VACCINE

The Department of Defense announced a resumption of the mandatory Anthrax Vaccine Immunization Program for military members, emergency-essential DOD civilians and contractors, based on defined geographic areas or roles. For the most part, mandatory vaccinations are limited to military units designated for homeland bioterrorism defense and to U.S. forces assigned to the U.S. Central Command area of responsibility and Korea.

### FLIGHT ATTENDANTS

The 932nd Airlift Wing at Scott Air Force Base, Ill., continues to hire flight attendants for its C-9C and C-40 distinguished-visitor missions. Applicants must qualify for a top secret clearance, be available to fly a 10-day trip every three months and be within the Air Force fit-to-fight standards. Also, they must pass a board interview process and meet flight physical requirements as a flying crew member. For more details, call (618)-229-7173.

### PHYSICALS

Members are required to get a physical each year in or before

their birth month. The ASTS may or may not send notifications of physicals through the squadrons. It is the member's responsibility to notify the ASTS through your unit health monitor that your birth month is coming up and to check on your physical. The member is required to complete the RCPHA survey up to 6 months before DOB. This can be accomplished at [https://bock.afrc.af.mil/rcpha/rcpha\\_frontpage.htm](https://bock.afrc.af.mil/rcpha/rcpha_frontpage.htm)

### REGISTER NOW

The Department of Defense requires reservists to register their civilian employment each year under the Civilian Employment Information Program (CEI).

The purpose of the CEI Program is to achieve fair treatment between members in the Ready Reserve who are being considered for recall to active duty, ensure that there will be no significant attrition of Ready Reserve members or units during a mobilization and to inform Reserve Component members and their employers of their rights, benefits, and obligations under the Uniformed Services Employment and Reemployment Rights Act (USERRA).

This program will ensure that more members with military critical civilian jobs and skills are not retained in the reserve activations longer than necessary to respond to emergency situations. Members should provide their information at:

<https://www.dmdc.osd.mil/Guard-ReservePortal> and all Privacy act information will be protected.

The CEI Program applies to all Air National Guard and Air Force Reserve Airmen. Members who fail to provide required employment-related information or knowingly provide false employment-related information may be subject to punishment under the Uniform Code of Military Justice for dereliction of duty.

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



# ALL IN A DAY'S WORK



Photo by Senior Airman Jonathan Simmons

**READY, SET, GO --** Tech. Sgt. Ryan Renuart, 301st Rescue Squadron gunner, gears up in response to an urgent rescue mission.



Photo by 1st Lt. Cathleen Snow

**THAT OTHERS MAY LIVE, HUAHI --** Senior Master Sgt. Doug Kastranek (front) and Staff Sgt. Kacee Holmes, 308th pararescuemen, conquer a training challenge during the November Monster Mash exercise.



Photo by Senior Airman Jonathan Simmons

**SERVICE WITH A SMILE--** Master Sgt. Dee Melvin, assistant Military Personnel Flight superintendent, smiles as she helps a 920th RQW Airman with a personnel issue.

## ASTS continued from page 3

They're also making a difference in the military medical community. A critical care nurse with the 920<sup>th</sup> ASTS, Maj. Kenneth Dempsey spent a year in Germany in a Global War on Terrorism funded position.

One project the Major said he spearheaded was to liaison with the Defense and Veterans Brain Injury Center to enable Landstuhl Regional Medical Center to screen all trauma [patients] from downrange for traumatic brain injury and acute stress reaction.

When interviewed several months ago Major Dempsey said, "We are near our goal there. We have screened over 600 wounded soldiers in support of Operation Iraqi Freedom and Enduring Freedom," he said. "I have deployed twice in the past; once in December 2001 through July 2002 to Afghanistan and Uzbekistan."

As the commander put it; this [deploying more than twice] is par for the course with the members throughout the ASTS. "Members of this unit are clamoring to go," said the Colonel.

He said, the 920<sup>th</sup> ASTS was the first medical group in Balad during the start of the war. And the dedication stems farther back than that, like when Chief Nurse, Lt. Col. Ruth Reese deployed in support of the 1st Gulf War.

In addition to the numerous deployments, there are the inspections. "There are checklists, over checklists over checklists when you're dealing with people," said Major Schulte.

Prior to their October ORI, the squadron underwent a Health Services Inspection. "It shows that we are capable and competent to do what we do in the field by policy and procedure," said Major Schulte. "There are about 5,000 different things

they [the inspectors] look at over the course of five days," he said. There is a pattern of excellence in the ASTS."

And so as the war rages on, the ASTS keeps on bringing in the

varsity; winning championship after championship in the form of inspections and deployments. And as the saying goes, those who do good work get more good work to do.



Photo by Senior Airman Jonathan Simmons

**Tech. Sgt. Byron Williams, medical service specialist, prepares a mock patient for transport during an Aeromedical Staging Squadron exercise here.**