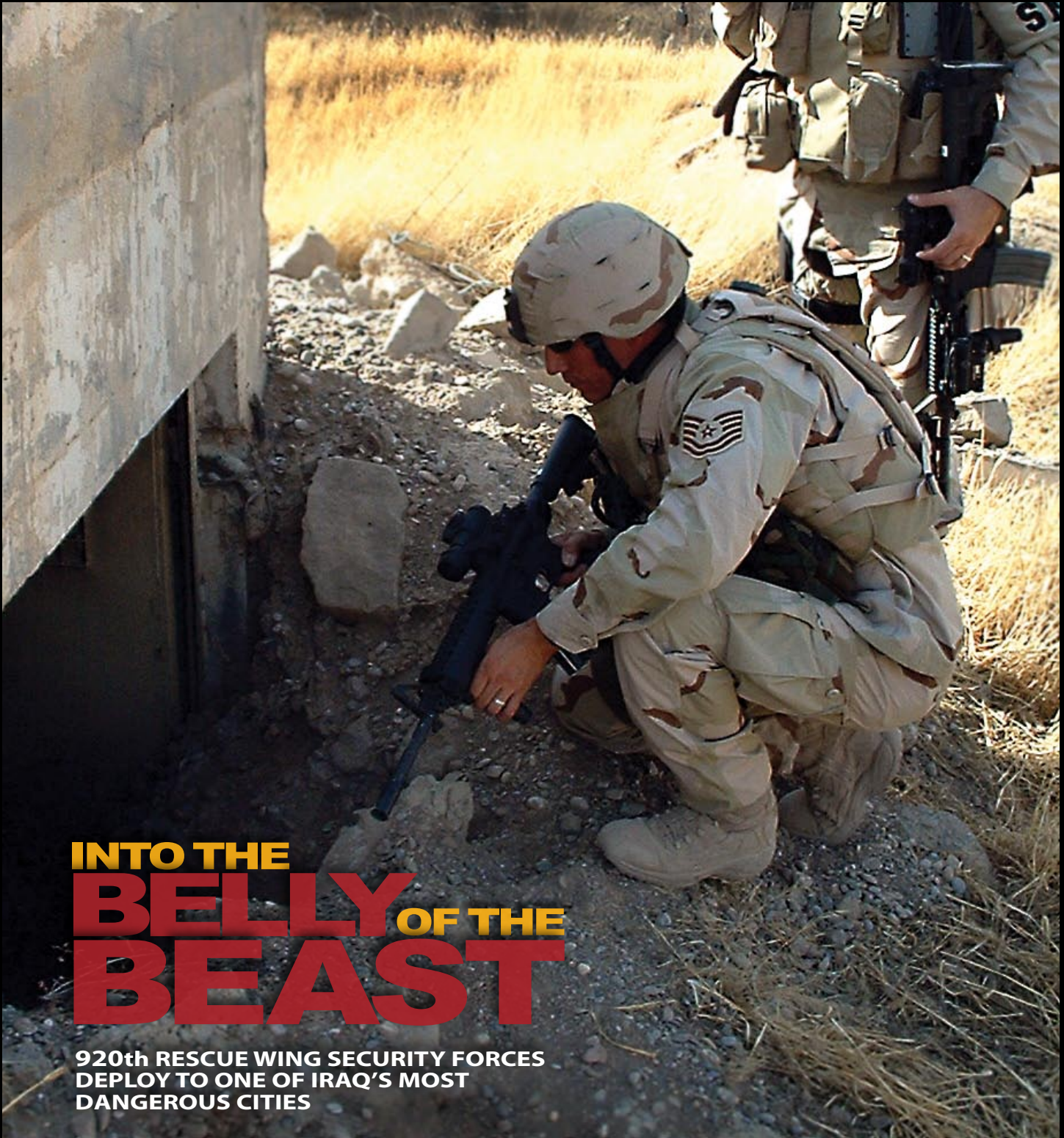


ANGEL'S WINGS

VOL. 5 NO. 7

920TH RESCUE WING • PATRICK AIR FORCE BASE, FLA. • AIR FORCE RESERVE COMMAND

AUGUST / SEPTEMBER 2007



INTO THE BELLY OF THE BEAST

920th RESCUE WING SECURITY FORCES
DEPLOY TO ONE OF IRAQ'S MOST
DANGEROUS CITIES

ANGEL'S WINGS

VOL.5 NO.7 AUGUST / SEPTEMBER 2007

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cover photo / 506th Expeditionary Security Forces Squadron



THE INSIDE SCOOP

news & features



INTO THE BELLY OF THE BEAST pg.4

Thirteen is a lucky number. At least, it is for the residents of Kirkuk Air Base, Iraq. That's where a baker's dozen of 920th Security Forces troops deployed in August.



CORPS TRAINING pp.6-7

In August, Marines from Cherry Point, N.C., stopped by for some training ... RAMZ training that is—inflatable boats, parachutes and lots of jumping out of their airplane.



HELPING THE FALLEN FIND HOME pg.9

Already delayed three days on their way home from a four-month deployment, rescue-wing maintainers gave up their ride home to a fallen Soldier and found grace in the process.

pointsofinterest

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timemanagement

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January 12-13

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March 1-2

April 5-6

May 3-4

DINING FACILITY

Br. 6 - 8 a.m. (weekdays)

Br. 7 - 9 a.m. (weekends)

Ln. 11 a.m. - 1 p.m.

Dn. 4:30 - 6:30 p.m.

FITNESS CENTER

Mon/Fri 5 a.m. - 11 p.m.

Sat/Sun 8 a.m. - 7 p.m.

BARBER SHOP

Mon/Fri 8 a.m. - 6 p.m.

Sat 8 a.m. - 4 p.m.

Sun 10 a.m. - 4 p.m.

CLASS VI / SHOPETTE / GAS STATION

Mon/Sat 6 a.m. - 10 p.m.

Sun 8 a.m. - 10 p.m.



**CHIEF MASTER SERGEANT
BILL GATLIN**

Command Chief Master Sergeant, 920th Rescue Wing

A handwritten signature in black ink, appearing to read "Bill Gatlin".

A force to be reckoned with

Rescue Warriors of the 920th Rescue Wing are a force to be reckoned with.

I've stood by the big blue bus quite a bit this year, seeing off people from nearly every squadron, coming and going to the "sandbox" and elsewhere, to serve far away from home. Even as I write this, some of our security forces people are feeling the heat of battle in Iraq. Our aeromedical staging squadron is also feeling the heat in Germany, where they're facing the reality of war by caring for dozens of wounded troops.

They put their jobs and families on hold to deploy overseas, and they're doing it with valor. For this, they've earned the respect of the local community, the Air Force and even congress.

I've also spent time watching Airmen serving here on the home front. You're also feeling the heat and dealing with your own challenges. Many of you are so busy you don't have time to catch your breath. The training, inspections, exercises, policy changes, paperwork, preparing for February's Unit Compliance Inspection—it's enough to make your head spin. I'm sure you wish you could come to work and just *work* ... no distractions.

But in spite of it all, you manage to get things done and done right. Instead of cracking up or quitting, you find ways to help each other and support those who've been tasked with extra work. Frankly, I wonder how we accomplish so much with so little time.

Consider this: you're just as ready to deploy as your active-duty counterparts—and you maintain that posture with 80 percent of the wing being traditional reservists.

It's because you get it. You understand that the heap of things you deal with every day is really just a small piece of who we are and what we do. Just look at the result of all those pieces coming together:

During the last two years, we saved 35 lives. Think about that ... thirty-five lives. We saved nine Marines from a helicopter crash. We saved three Afghan villagers from a flood. We rescued three climbers from Mount Hood, Ore., pulled one person out of the Pacific Ocean and at least three from the Atlantic. And, we medically-evacuated 15 people from combat.

Thirty-five lives. Thirty-five fathers, sons, brothers, sisters, mothers and daughters.

That's what happens when you show up to work at the 920th.

Amazingly, you accomplish these things and manage that impossible balance between training and work on a regular basis. How? By taking care of each other. Here, at Davis-Monthan and at Portland, you take care of each other.

You do it because you understand. You do it because it's the right thing to do, because it keeps the machine well-oiled, keeps things tight and keeps people sharp so we can deploy, accomplish our mission, save lives and stay safe.

One more thing—no matter how busy, frantic or tough your jobs get, you always remember your families and friends. No matter what, you take care of them. We're family here, and that's why we succeed. But you understand—the reason *you* succeed is the people at home. Their support makes it all possible.

When it's all said and done, your dedication, toughness and your ability to handle everything that comes at you with professionalism, pride and integrity proves one thing:

Rescue Warriors from the 920th *are* and will *continue to be* a force to be reckoned with.

IN THE BELLY OF THE BEAST

On Guard // Senior Airman Leonard Russ, 920th Security Forces journeyman, during perimeter patrol at Kirkuk Air Base, Iraq. Airman Russ is also part of the quick-reaction team there. (courtesy photo)



BY MASTER SGT. CHANCE BABIN

920th Combat Rescue Public Affairs

ARMED AND READY, a team of 13 Reservists from the 920th Security Forces Element (SFE) are deployed to Kirkuk Air Base, Iraq.

The team departed Patrick Air Force Base the morning of Aug. 20 along with a bundle of gear.

The security forces troops are performing air base ground defense duties at Kirkuk AB, which is located north of Baghdad. Their duties include perimeter security, flight line security and quick-reaction-force measures.

"They're trained for it, equipped for it and ready for it," said Lt. Col. Dennis Seymour, 920th Mission Support commander.

"I'm always apprehensive when we send anyone to war. But I'm also very

proud of them because I know they're trained, motivated and ready.

"They are clearly the best this wing has to offer," the colonel added.

"The training was good," said Staff Sgt. Dominique Hogan, fire team leader. "It covered all aspects of air base ground defense, including convoy training and IED (improvised explosive device) training."

In preparation for the deployment, members attended Patriot Defender, a two-week exercise geared toward combat deployments.

The training exercise, hosted by Air Force Reserve Command, awards three-year sustainment training credit to all security forces personnel who attend.

For several members of the team, this is their first time deploying with the 920th Rescue Wing.

"I'm going to miss my family," said Senior Airman Diane Lopes, 920th SFE

apprentice. "But I'm excited, because this is what we train for. I'm nervous because I don't know what to expect. But we've got a good team and everyone's pretty tight."

"I've been in this unit four years and haven't gone yet" said Sergeant Hogan. "It's my time. But I'm not worried."

During the final weeks before deploying, the team focused on finalizing their preparedness by performing standard military training like self-aid and buddy care, and completing more tasks specific to the mission such as all-terrain-vehicle training.

"We've been preparing for this deployment for a good two months—making sure all of our weapons and physical training is up to date," said Tech. Sgt. David DeFile, the team leader.

"It was a short-notice deployment. But everybody has a positive outlook and has bonded together to make it happen."

NEWS BRIEFS

The 920th Rescue Wing **TOP THREE ASSOCIATION** recently held an election to appoint new officers.

They are:

Senior Master Sgt. Craig Kennedy, *president*
 Senior Master Sgt. Phyllis Daniel, *vice president*
 Master Sgt. Sherry Boswell, *recorder*
 Senior Master Sgt. Bruce Lininger, *treasurer*

The annual **HISPANIC AMERICAN HERITAGE** Month celebration started Sept. 14 with the signing of the proclamation by Brig. Gen. Susan J. Helms, 45th Space Wing commander.

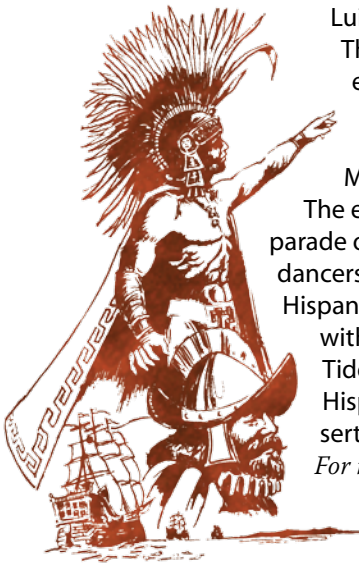
A variety of events are scheduled between Sept. 14 - Oct. 12, including children's book readings, cooking lessons, salsa and merengue dance lessons,

and the Second Annual Luis Saez 5K run.

The monthlong celebration closes with Festival Latino at 6 p.m. Oct. 12 at the Manatee Golf Course.

The event will open with a parade of traditional Hispanic dancers, video of influential Hispanic Americans and end with Latin Night at the Tides, which will feature Hispanic foods and desert buffet.

For more information, please call Staff Sgt. Nikki Bonilla at (321) 494-7147.



FREE PACKING SUPPLIES are now available for military family members and friends to send packages to troops overseas through a new program sponsored by the United States Postal Service.

To obtain the supplies, call 1-800-610-8734 and select option #1, then hit #1 again. Ask for the "Military Pack".

They will send eight boxes, tape, packaging materials and labels. The materials take about 4 to 10 days to arrive.

For more information on mailing items to servicemembers, visit the "Frequently Asked Questions" page on the USPS Web site.

Also on the USPS site is a "Supporting Our Troops" page, which offers guidelines and assistance for packaging, addressing and shipping items to U.S. servicemembers, as well as links to a number of organizations that support troops and their families.



VEHICLE DECALS are no longer the primary means of screening authorized entrants to Air Force installations.

Air Force Chief of Staff Gen. T. Michael Moseley recently ended use of the sticker, officially called a DD Form 2220, on Air Force installations due to cost, a lack of utility and long-term threats facing bases.

The decal was developed in the 1970s as part of a vehicle registration and traffic management system, not to bolster security, according to Col. William Sellers, the Air Force chief of force protection and operations for security forces.

Many people incorrectly viewed the decal as being designed to bolster security, Colonel Sellers said. In actuality, the decal lessens it by identifying vehicles of Airmen and civilian workers as potential terror targets and may lure gate guards into complacency.

Laws now require motorists to have a legal driver's license issued by a state, proof of vehicle ownership/state registration, evidence of insurance, and safety and emissions inspections. A national vehicle registration system is used by all civilian and military police departments in the country.

Security forces and gate guards now check the ID of each person entering an Air Force installation, Colonel Sellers said. This provides better security than a base decal ever did because:

- The vehicle displaying it could have been sold with the decal on it
- Its owner may have left the service and not removed the decal
- The number on the decal could be duplicated
- The decal could be counterfeited
- The decal may have been removed from another vehicle
- The vehicle may have been stolen

Air Force officials are working with other services to allow its people to enter installations without requiring them to display a base decal on their vehicles.

ontherecord

“Far better it is to dare mighty things, to win glorious triumphs even though checkered by failure, than to rank with those poor spirits who neither enjoy nor suffer much because they live in the gray twilight that knows neither victory nor defeat.”

- **Theodore Roosevelt**
youngest president in U.S. history

Corps Training

A few good men from Cherry Point Marine Corps Air Station drop in to get an education on the finer points of jumping out of a perfectly good aircraft

BY STAFF SGT. HEATHER KELLY

920th Rescue Wing Public Affairs

UNDERNEATH THE TAIL of a C-130J Hercules, an active-duty Marine Corps aircrew and a small group of Air Force Reserve pararescuemen (PJs) gathered, shielded from the rising heat of the Florida sun. The group listened intently to the two men standing at the mouth of the aircraft's open ramp.

Dressed in a khaki Marine-Corps-issued flight suit, aircraft commander Capt. Damian Duhon spoke first, outlining the details of the training they were about to perform. Pararescue jumpmaster Tech. Sgt. Blain Morgan addressed the crowd next, reviewing the appropriate calls and cues for the mission.

On the agenda—a freefall and RAMZ drop from 3,500 and 5,000 feet, and static-line jumps at 1,500 feet. The target—a predetermined point in the Banana River.

While the PJs have performed this mission countless times, it was a first for the Marines of aerial refueling and transport unit VMGR-252, which is what led them to Patrick Air Force Base that weekend.

Once onboard, the flight crew took their stations, and the PJs took positions in the cargo area. Moments later, the chocks were pulled and wheels were up.

Capt. Rusty Bradshaw looked on, a seasoned PJ and one of the first combat rescue officers in the Air Force Reserve, at ease with his surroundings and the idea of jumping out of a perfectly good aircraft.

"Now comes the fun part," he said.

Once the aircraft reached its drop altitude, the ramp at the tail of the aircraft lowered, causing a blinding flash of sunlight that quickly gave way to blue sky and the sound of 125-mph winds.

The loadmasters got to work, made preparations and checked the RAMZ package while Sergeant Morgan approached the edge of the ramp. He bent down near the foot of the aircraft, inches away from freefall, and methodically gauged his target. Clasped in his hands were a bundle of streamers, which simulate the same fall rate as a parachutist.

Moments later he launched them into the sky, sending showers of red and yellow across the river below. Taking into account the wind and drift indicators, Sergeant Morgan decided when and where the PJs will jump.

Once satisfied, he gave the signal and the PJs lined up, checking and rechecking their gear, exchanging signs of support.

At his mark, the loadmasters released the straps securing the RAMZ package, propelling it out of the back of the plane. The PJs followed with equal momentum and quickly found flight.

Watching their descent from above, loadmaster Corp. Rafe Banks smiled.

"Pretty cool stuff," he shouted above the wind and aircraft engines.

Stationed at Marine Corps Air Station Cherry Point, N.C., Corporal Banks received his initial loadmaster training at Little Rock AFB, Ark. The current mission was the first personnel drop he had participated in during his two and a half years on active duty.

"We don't get to do this that often," he said. "It's a great opportunity for us."

The ramp closed, securing its occupants inside as the plane climbed to 5,000 feet.

Once there, another set of jumpers prepared themselves, waited for the sig-



photo/Staff Sgt. Heather Kelly

Aqua Marines // Loadmasters from aerial refueling and transport unit VMGR-252 get their first taste of supporting tactical ops.

nal, then made their way into the open sky. Before the wind took him, Captain Bradshaw executed a sharp salute on his way down.

The aircraft then descended to 1,500 feet, where the remaining PJs readied themselves for a static-line jump. The chutes deployed one after the other as they exited the aircraft and floated gracefully down to the water below.

While the PJs made their way down to their target, the aircraft made its way back to the flightline.

Captain Duhon remarked afterward how the exercise measured up.

"This is the stuff we look forward to," he said. "It was a great experience working with the Air Force, especially the pararescue guys."

One of the things that stood out during the flight was the jumpmaster-directed drop, Captain Duhon explained.

"During a computed air release point, or 'CARP drop,' the aircraft's computers calculate when and where to release the drop.

"During this mission, the jumpmaster's and the computer's calls matched up to the second. It was amazing to see how locked-on they are," he said.

A former PJ instructor from Kirtland AFB, Sergeant Morgan said using streamers is a simple-but-perfect method.

"During a drop, the difference between 10 to 20 mph can be 800 to 1500 feet," he said. "We train to be as accurate as possible."

Captain Duhon also appreciated the critical nature of the training.

"We needed to hone our tactics, techniques and procedures for a mission like this. To be able to do it with the cream of the crop was even better."



Might as well jump // A pararescueman from the 920th Rescue Wing takes one giant leap into the muggy air over the Central Florida coastline. It was one of several freefall (pictured) and static-line jumps done by PJs that day, with help from a group of Marines from Cherry Point, N.C.

photo/Staff Sgt. Heather Kelly



photo/Staff Sgt. Maria Eames

Just chute me //

Lt. Col. Coy Speer (left), commander of the pararescue squadron here, seems pleased with his jump after emerging from the Banana River, a wide, shallow band of warm water frequently used for training by the 920th; rescue jumpers (right) make last-minute preparations before a static-line jump from a Marine Corps C-130J Hercules. It was the flight crew's first time supporting a special-operations mission.



photo/Staff Sgt. Heather Kelly

IRON MEDICAL MEN

“We can teach you,
but you train your body to be a
SCUBA diver,
parachutist,
mountain climber,
swimmer,
marksman, and
certified paramedic.

What we can't teach you is personal commitment.
That you bring with you.”

To learn more about this exciting career as a
pararescueman in the Air Force Reserve contact
Master Sgt. Brenda Kartheiser **321.494.1962**



60TH
ANNIVERSARY
USAF
1947 - 2007



51 YEARS OF
PARARESCUE
1916
LIVES SAVED



Senior Master Sgt. Randall Becker, Master Sgt. William Briggs, Master Sgt. Jeffrey Lund, Tech. Sgt. Thomas Cowan, Staff Sgt. Kyle Cole, Staff Sgt. Kenneth Chapman, Staff Sgt. Daniel Fried and Staff Sgt. Patrick Gonzalez distinguished themselves in the performance of outstanding service to the 920th Maintenance Group, Patrick Air Force Base, Fla.

On May 9, the group was assigned as an HH-60 load team and were the last members of the 920th Rescue Wing remaining at Kandahar Air Base, Afghanistan, following an air expeditionary force rotation.

They were scheduled to depart for Davis-Monthan AFB, Ariz., with a scheduled stop first at Spangdahlem Air Base, Germany.

Late on May 8, an Army Special Forces Soldier, Sgt. Timothy Padgett, was killed in action battling Taliban forces in the area.

With no concern for the impact on their homebound itineraries, the group offered their

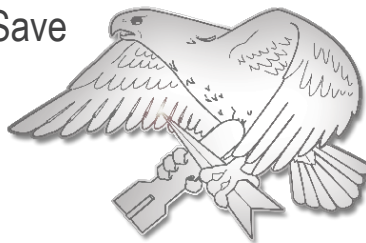


920TH MAINTENANCE GROUP

SAVE OF THE MONTH



Maintainers earn a Save of the Month by helping a fallen Soldier find his way back home



assigned C-17 Globemaster to be redirected to Ramstein AB, Germany, to allow Sergeant Padgett's Body and his Special Forces escort to begin the official

mortuary-service process.

Military protocol dictates the coffin be placed in the aircraft first, prior to any other cargo. As a result, the original load

plan was reworked to allow the coffin, two helicopters and other cargo to fit in the aircraft. At 2 p.m. local time, a multi-national ramp ceremony was conducted, delivering Sergeant Padgett to the aircraft.

The ceremony ended at approximately 2:30 p.m., leaving the load team only 90 minutes to load the remaining cargo and be airborne. If the time was not met, the aircraft would be diverted to another location for at least another 24 hours.

The maintenance members rapidly loaded the C-17, while keeping in compliance with technical data and safety.

The aircraft lifted off the runway with only three minutes to spare. As a result, Sergeant Padgett's body was received at Ramstein and was flown to Dover Air Force Base the next day.

Based on their actions and extreme devotion to duty and protocol, these men are hereby awarded the "Save of the Month" for July 2007.

The long road home



After Army Sgt. Timothy Padgett, died during a firefight in Tarin Kwot Afghanistan, the utmost honor, dignity and respect was afforded him during his long journey home.

So it is with any servicemember who gives his or her life in the line of duty. With reverence and sensitivity worthy of presidents and kings, U.S. military mortuary-services personnel worldwide identify and care for the remains of fallen troops while funeral preparations are made.



A WARRIOR'S FAREWELL

Just hours after Sergeant Padgett was killed, U.S. and multinational troops gather quietly to pay their respects as the fallen Soldier's remains are loaded aboard a C-17 Globemaster at Kandahar Air Base, Afghanistan.



WITH CARE AND RESPECT

After one night under the care of mortuary services specialists at Ramstein AB, Germany, Sergeant Padgett's remains were flown to the center for mortuary affairs at Dover AFB, Del. Since 1955, the remains of more than 55,000 servicemembers have arrived here for identification and funeral preparations.



AT LAST, TO REST

More than 800 Airmen salute as the base honor guard carries the remains of Sergeant Padgett to an awaiting MH-53 Pave Low helicopter on the Hurlburt Field flightline. The 20th Special Operations Squadron helicopter flew Sergeant Padgett's remains to DeFuniak Springs, Fla., his hometown, to be received by his family.

Betting on a sure thing



Desert conference focuses on turning wrenches, flying airplanes, saying thank you

CAPT. CATHLEEN SNOW
920th Rescue Wing Public Affairs

A MEETING OF THE COMBAT-RESCUE MINDS took place July 10-12 at the Nellis Air Force Base Conference Center, Las Vegas, Nev.

Commander of the 920th Rescue Wing, Col. Steven Kirkpatrick, rounded up wing leadership from Patrick Air Force Base, Fla., as well as its two geographically-separated units, the 943rd Rescue Group at Davis-Monthan Air Force Base, Ariz., and the 305th Rescue Squadron at Portland, Ore.

Approximately 56 wing personnel from the three farthest parts of the country sat side-by-side as the wing commander took the floor to kick off the meeting.

"We are very good at what we do," he said, and then reminded everyone to look at what the wing accomplished since last year's meeting.

"I rely on you to all to work together," he said.

The colonel pointed out the uniqueness of having the wing in three separate locations.

"A rainbow effort means we have to standardize, equip and train," he said.

At last year's conference, Colonel Kirkpatrick shared his vision with his leadership on the direction of the wing. According to the colonel, it was a "who's on first" type of meeting. This year, he stressed the importance of listening to tough issues and meeting face-to-face.

"My vision is simple: if we take care of our people," he said. "Our mission will take care of itself," he said. "Turning wrenches, flying airplanes, awards, decorations ... are special things about our wing. It's important that you, as a leader, tell your people, 'thank you,'" he said.

Colonel Kirkpatrick took command of the 920th a little more than a year ago and spoke of the addictive nature of the unit's combat search-and-rescue (CSAR) mission.

"It gets in your blood. It's busy ... I didn't realize how busy, but we have risen to the challenge every time."

As if CSAR isn't challenging enough, the colonel must also oversee a myriad of other tasks, including support of NASA's Space Shuttle and rocket launches, humanitarian rescues, deployments and mobilizations, to name a few.

This year, 920th medical personnel were vital to healing wounds of war through deployments to Iraq, Kuwait and Germany. The excellent response to the Marine helicopter crash in the spring resulted in an invitation to give a warrior brief at the Pentagon on "best practices."

Later on in the year, the colonel visited the aeromedical staging squadron during their four-month deployment to Germany.

"While there, I saw the realities of war," he said.

"Every rescue has its own extraordinary challenges," he said. "This year our aircrew and pararescuemen are responsible for 32 lives saved, 27 of those in combat alone."

As the meeting unfolded, and commander after commander spoke of their unit's challenges, there was a similar theme: "doing more with less."

The wing commander summed up the meeting confidently, with a bold prediction of the unit's future.

"We'll continue to meet challenges, share ideas, help each other and be the world's premier combat search-and-rescue wing."

Maintenance group welcomes new boss

BY STAFF SGT. HEATHER KELLY

920th Rescue Wing Public Affairs

A former rescue commander took the helm of the 920th Maintenance Group (MXG) during a change-of-command ceremony held at the base theater here July 8.

Col. George Pierce assumed command from Col. Franklin Dolcater, who retired from the Air Reserve Technician program to assume the position of director of major repair operations at the Oklahoma Air Logistics Center at Tinker Air Force Base, Okla.

Prior to assuming command of the 920th MXG, Colonel Pierce was the chief of logistics management division at Headquarters Air Force Reserve Command, Robins AFB, Ga., where his duties included directing logistics support for 710 Air Force Reserve Command units. Past assignments include command positions with the 917th Wing, Barksdale AFB, La., 914th Airlift Wing, Niagara Falls International Airport-Air Reserve Station, New York, N.Y., 939th Air Refueling Wing, Portland International Airport, Portland, Ore., and the 305th Rescue Squadron, Davis-Monthan AFB, Ariz.

Rated as a senior instructor pilot, Colonel Pierce began his Air Force career as a helicopter pilot and has over 3,300 flight hours in the UH-1H/N Huey, CH/HH3E Jolly Green Giant and HH/MH-60G Pavehawk and Nighthawk aircraft. He has flown combat rescue and special operations missions.

Colonel Pierce graduated from the Air Force Academy with a bachelor of science in Computer Science and went on to graduate from Squadron Officer School, Air Command and Staff College and Air War College.

Some of his awards include the Meritorious Service Medal with two devices, Air Force Commendation Medal with two devices and the Air Force Achievement Medal.

Colonel Pierce was born in Kansas and raised in Antioch, Ill.

Reservist sings anthem in D.C.

Staff Sgt. Jennifer Drake sang "The Star Spangled Banner" at the 2007 Secretary of Defense Employer Support Freedom Awards in Washington Sept. 12.

It was the second year in a row she was selected to sing at the event.

Sergeant Drake, an airborne radio operator with the 39th Rescue Squadron here, performed in front of more than 600 people at the Ronald Reagan Building and International Trade Center.

Before joining the Air Force Reserve, she acted and sang on Broadway, off Broadway and in regional theater.



courtesy photo



Hercules aircrew gets 'tattooed' in England

BY LT. COL. ROBERT KEY

39th Rescue Squadron

Crewmembers from the 920th Rescue Wing recently enjoyed a change of pace from their usual combat search-and-rescue mission.

The Royal International Air Tattoo was held July 14 and 15 at Royal Air Force station Fairfield, Gloucestershire, England. Billed as the largest military air show in the world, the event hosts 150,000 spectators annually. Members of the 39th flew an HC-130 Hercules aircraft to the United Kingdom to represent the wing.

Although originally slated to be a closed-aircraft show, the 920th crew received permission to provide open-aircraft tours to the public. During the event, more than 2,000 people made their way through the 'Herc,' sometimes waiting more than 90 minutes to speak with the crew.

Wing pararescuemen were on hand to provide hands-on demonstrations to the crowds with an array of rescue gear. Unit loadmasters and crew chiefs fielded questions about the aircraft and the combat search and rescue mission while photos were taken on the flight deck.

"It was an entire crew effort from 7:30 a.m. to 8:30 p.m.," said Capt. David Underwood, pilot on the mission. "It made for a long day, but the comments, responses and smiles made it all worthwhile," he said.

The air show, which began in 1971, raises money for the Royal Air Force Charitable Trust. With more than 200 aircraft on display, aircrews representing nations from around the globe celebrated this year's themes, "Agile and Adaptive" and "U.S. Air Force's 60th Anniversary."

(A U.S. Air Forces in Europe story was used to prepare this story.)



Photo/NASA



Endeavoring to serve

It was business as usual for reservists from the 920th Rescue Wing as Space Shuttle Endeavor successfully blasted free from Kennedy Space Center Aug. 8. After a few tense days docked at the International Space Station, Endeavor returned home safely. Space Shuttle Discovery is scheduled to launch Oct. 23. (photos/Tech Sgt. Rob Grande except where noted)