

ANGEL'S WINGS

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cover graphic / TSgt. Paul Flipse
concept / SMSgt. Steve Richmond & TSgt. Paul Flipse



THE INSIDE SCOOP

news&features



SPLASHDOWN pp.8-11

When NASA's new space capsule returns from a mission, it won't land like the space shuttle. It'll splash down just like in the old days. And who do you think will be there to make the rescue?



MAKING THE CUT pp.12-17

The secret to keeping 920th Rescue Wing aircraft flying is in the precise work of wing maintainers. We take a closer look at the minutia of maintenance in a 6-page pictorial.



PAVING THE WAY pg.7

Hours before a NASA shuttle or rocket lifts off from Cape Canaveral, wing reservists are hard at work clearing the path to space. Learn all the rigors of range-clearing in only 600 words.

points of interest

NEWS BRIEFS pg. 4

OFF TO AFRICA pg. 5

TEA TIME GETS RISKY pg. 5

MEET YOUR MAJOR pp. 6

WOMEN MAKE HISTORY pg. 18

TEA & EMPATHY pg. 18

WIND TUNNEL TRAINING pg. 21

HAILS & FAREWELLS pg. 21

time management

UTA SCHEDULE

May 2-3

June 6-7

July 11-12

Aug. 1-2

Sept. 12-13

Oct. TBA

Nov. TBA

Dec. TBA

DINING FACILITY

BR. 6 - 8 A.M. (M-F)

BR. 5:30 - 9:15 A.M. (UTA)

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.



COL. STEVE KIRKPATRICK

Commander, 920th Rescue Wing

Leadership 101: A few things I learned along the way

First, I want to say thanks to everyone in the wing for what you accomplished last year, and what you'll accomplish in the years to come. You helped save hundreds of lives—in theater, performing key medical and medevac roles, and at home during hurricane-relief efforts.

At the heart of these accomplishments are personal excellence and outstanding teamwork. For us to have continued success, we need to pass on the things we've learned to the next generation of leaders within our wing. By doing this, we can turn a great achievement into a tradition of greatness.

Always try to do the right thing, even when you know no one is watching.

A positive attitude is contagious. No matter who you are, people watch how you approach things and carry yourself.

Do your best in every job. Try hard and better jobs will come.

Work hard. The harder you work, the luckier you get, and you'll increase your opportunities by doing your best at work.

Pad your resume early. Life is front-loaded, and your qualifications determine your future.

Stay physically fit, not only for the Air Force, but for yourself.

Keep learning. Leaders have to be flexible and adaptable, and that only comes through the power of knowledge.

Don't take your work home with you. Family, work, fitness and spiritual wellness are all important, and they all take time. Establish a balance between your work and your home.

Lead by example. You can only gain trust from your followers by being there "in the trenches" with them. You also gain empathy by spending time in their shoes.

Listen more than you speak. That's why God gave you two ears and one mouth.

Establish a vision and set expectations. Then motivate your people to meet the goals you set.

Don't make your people do anything you wouldn't do. Your people will know very quickly if you're in this for yourself or if you truly care about them and the team.

Give positive reinforcement for excellent performance. Be sure to praise your employees in public, pat a lot of backs and shake a lot of hands.

Hold your people accountable. If a worker isn't performing, address it immediately and discipline them (in private). Reprimanding or punishing an employee is one of the toughest parts of being a leader. It's also one of the most critical. If you do nothing, things will go south quickly.

Admit when you're wrong. You're going to make mistakes. By owning up to them, you establish trust and gain respect.

Be humble. If you achieve great success, give credit to your people. If things go wrong, take the blame.

Never make excuses. The best response is probably just "no sir" or "no ma'am."

Have fun. This is an amazing place and it's a privilege to work with very talented professionals.

Your wing and this nation depend on you to give your best and reach your full potential as a member of the Air Force Reserve.

Again, thank you for your service commitment to excellence in fulfilling a critical role in the military.

The Yellow Ribbon Reintegration Program seeks to **MINIMIZE THE STRESSES OF MILITARY SERVICE, SPECIFICALLY WHEN A RESERVIST DEPLOYS AND THE FAMILY FACES SEPARATION.** Officials at Headquarters Air Force Reserve Command have directed that all AFRC wings enact this program.

The purpose of the Yellow Ribbon Program is to provide support and outreach services to reserve component service members, their families and communities throughout the deployment cycle.

This program places particular emphasis on preparing service members and their families for the stresses associated with separation and deployment, educating members and families about resources available to assist them, and connecting members to service providers before and during deployments. The focus shifts to reconnecting service members with families and communities for successful reintegration

With the retirement of Lt. Col. Ken Warren, the **920TH RESCUE WING WILL BE WITHOUT AN INSPECTOR GENERAL UNTIL JUNE.** During the interim, wing members are advised to go directly to the IG staff at Headquarters Air Force Reserve Command Inquiries and Investigations Branch with complaints and/or to report suspected cases of fraud, waste and abuse.

In addition to being full-timers, they typically staff their office the first weekend of every month. Their contact information is as follows: Lt. Col. Robert Perez (478) 327-1512; Maj. David Spencer (478) 327-1514; SMSgt. Gerald Bynum (478) 327-1495; DSN Hotline (478) 327-1495; Comm Hotline (800) 223-1784 Ext. 71495; E-mail: afrc.igq@afrc.af.mil; Secure Web site: <https://wwwmil.ig.afrc.af.mil>



Air Force officials announced Feb. 11 the immediate and retroactive **REINSTATEMENT OF THE AIR FORCE GOOD CONDUCT MEDAL FOR ENLISTED MEMBERS, EFFECTIVE IMMEDIATELY AND RETROACTIVE** to Feb. 6,

2006, when the medal was discontinued. Airmen who are eligible should see an update automatically in their records on the virtual Military Personnel Flight Web site.

The return of the medal comes after the secretary of the Air Force approved a recommendation from a January 2008 awards summit co-hosted by representa-

tives of the office of the secretary of the Air Force for manpower and reserve affairs and the directorate for manpower and personnel.

Both directorates contended that the AFGCM, one of the oldest military decorations dating back to World War II, has a long-standing tradition in the Air Force and links Airmen with those who served throughout the history of the service.

In addition, Air Force officials solicited input from the field regarding the Good Conduct Medal.



The 920th Rescue Wing Top 3 organization is offering a minimum of **\$500 IN SCHOLARSHIP FUNDS FOR WING MEMBERS AND THEIR FAMILIES.**

Application packages must be postmarked no later than June 30.

To obtain a copy of the scholarship package, please contact Senior Master Sgt. Steve Richmond at (321) 494-1245, stephen.richmond@rescue920.patrick.af.mil; or Senior Master Sgt. Phyllis Daniel at (321) 494-6600, phyllis.daniel@rescue920.patrick.af.mil.



A group of roughly 30 wing pilots, aircrew members and support personnel from the 920th Rescue Wing's HC-130P/N Hercules squadron here soar above their friends, families and co-workers Feb. 23 on their way to a two-month deployment to provide combat search and rescue support to the Horn of Africa region.

photo/Tech. Sgt. Paul Flipse

Reservists deploy to Horn of Africa



A group of roughly 30 Reserve pilots, aircrew members and support personnel from the 920th Rescue Wing's HC-130P/N Hercules squadron here departed from Patrick Air Force Base Feb. 23 on a two-month deployment to Camp Lemonier, a combined, joint base at Djibouti, Africa. The men and women will provide combat search and rescue support to the Horn of Africa region, which is comprised of Djibouti, Eritrea, Ethiopia and Somalia. The mission falls under the command of Combined Joint Task Force – Horn of Africa.

A variant of the Hercules, the HC-130 P/N has the ability to refuel other aircraft in flight, which greatly increases the range of Air Force combat rescue helicopters. The reservists are due to return in early spring.

COCA TEA LEADS TO POSITIVE DRUG TEST

A U.S. Navy Sailor was recently convicted of using cocaine after drinking tea made from coca leaves.

According to the Drug Enforcement Administration, cocaine is extracted from the leaves of the coca plant, which is found in the Andean highlands of South America. Natives in this region chew or

brew coca leaves into tea for refreshment and to relieve fatigue, similar to the customs of chewing tobacco and drinking tea or coffee.

According to a report by the Air Force Office of Special Investigations at Sembach Annex, Germany, it is possible to test positive for cocaine after drinking coca tea up to 29 hours after ingesting at least 2.2 mg of the drink.

The drink is legally sold in the U.S., and drinking the tea is not currently prohibited by military law. However, the military is looking at banning the tea.

Deployment by numbers

(Represents statistics from March 2008 to April 2009)

374

Total number of saves made by 920th crews in Afghanistan—situations where, without immediate medical evacuation, a person would lose their life, a limb or eyesight (LLE).

442

Total number of assists made by 920th crews in Afghanistan—evacuations where LLE were not in immediate danger.

9,986

Total number of patient movements made by wing ASTS personnel at Balad AB, Iraq and Ramstein AB, Germany.

759

Number of missions executed by ASTS personnel at Balad and Ramstein.

490

Number of Critical Care Air Transport Team patients handled by ASTS personnel.

ON THE RECORD

“Great love and great achievement involve great risk.”

- Dalai Lama

The 920th Rescue Wing Public Affairs Office is **COLLECTING OLD PATCHES AND RANK FROM THE SOON-TO-BE-DEFUNCT BATTLE DRESS UNIFORM.**

Anyone wishing to donate their old patches, please bring them to the wing public affairs office at 1225 Jupiter St., Bldg. 425, Ste. 1-201. Or, to have us come pick up your patches, call the public affairs office at: (321) 494-0535/6.

Questions & Answers

In a new feature, we spend time each issue getting to know one of the reservists from our own 920th Rescue Wing. This month, we sit down with the mission support group's new deputy commander, Maj. Stephanie Shaw.

AW: What are your duties as deputy commander of the mission support group?

Major Shaw: I am the right hand person for Col. Shiakallis as the deputy commander. I help oversee a lot of the programs that he has responsibility for as a commander. The personnel programs such as OPRs and EPRs, making sure we can improve getting them in on time, outstanding orders, be it mil pay—you know, things like that. A lot of the duties are still being defined because this is only my second UTA in the job.

AW: What did you do before your current position?

Major Shaw: I was the officer in charge of the Comm Flight. I just cross trained over, but my background is Ops, ops support flights and squadrons.

AW: What do you look forward to doing in your new position as deputy commander of MSG?

Major Shaw: Interacting with everybody. Hopefully improve the programs we have in place, just basically leave it better than the way I found it. I think that's every job's goal. The interaction with the people is the key for me. I am a people person.

AW: Why did you join the military?

Major Shaw: I knew from the 5th grade on that the Air Force was, I guess, my calling



or what I always wanted to do. My dad was in the military. I watched him go back and forth to Vietnam. It's all I've ever known. I was a military brat. I guess I still am in one sense or another!

AW: What did your dad do?

Major Shaw: He was an EWO on a B-52 . . . an electronic warfare officer. I still remember him taking us to Dyess [AFB] for family day. We'd get to crawl through the planes and have picnics in the hangar. And the traditions we still do today, you know, when deployers come home, everybody gathers to welcome them home or everybody's out there when they are getting ready to leave. So, it's always felt like the right place for me.

AW: What's your proudest achievement from your military career?

Major Shaw: Desert Shield and Desert Storm. I deployed with the 27th Fighter Squadron and met so many people that I still see to this day.

AW: What years were you deployed to the desert?

Major Shaw: August 1990 to March 1991.

Major Shaw: I enjoy traveling. My mom's from Austria, and, well, while my dad was in the AF we got to go all over the place.

AW: Does the military have a long history in your family?

Major Shaw: My grandfather

was in the Army, and on my mom's side I know my grandfather and uncles were all in the Austrian Army.

AW: Tell me more about your civilian job.

Major Shaw: I'm a financial analyst in treasury management. We have 60 worldwide accounts, major banks, foreign currency exchange, fund investment and risk management.

AW: What's the greatest challenge you've overcome in the military?

Major Shaw: Learning to be a better people person. I have always liked interacting with people, but once you join the military – I was always very direct. I did not always choose my words carefully, and I would have a habit of speaking before thinking. So over the years, I guess I have watched leaders that I have respected . . . and I've taken the best, or what I consider the best, from each person and try to consciously incorporate that. I think I have learned to think before I speak, at least most of the time now. Depending on how you phrase it, of course, the tone can make or break the possibility of a positive interaction with somebody.

AW: Any advice to younger women in the military?

Major Shaw: Stick with it. You'll see job satisfaction. Hard work definitely pays off. And as the old saying goes, 'We've come a long way baby.'

Pave Hawks preserve public safety before rockets, spaceships take flight

BY CAPT. CATHLEEN SNOW
920th Rescue Wing Public Affairs

Fishermen off Florida's Space Coast cast their nets in the warm salty Atlantic in hopes of filling them, but sometimes they instead are the ones reeled in.

A cloudburst of two steel-gray HH-60G Pave Hawk helicopters piloted by 920th Rescue Wing Reservists gusts in like a summer storm to serve the seafaring community. The reservists rustle up ships and boats out of harm's way to keep them from getting near the active launch hazard area just prior to rocket launches from Cape Canaveral.

"Our rescue crews are on-hand to support each and every launch, whether it's to warn mariners or to serve as saviors providing rescue support for the astronauts lifting off in the space shuttle," said Col. Steve Kirkpatrick, 920th Rescue Wing Commander.

Although a launch advisory is released by the Air Force to steer clear, not everyone heeds it, so Reservists go out there to make sure everyone is safe.

Wearing night vision goggles Mar. 1, the Reservists scanned 1,000 square miles of ocean water for boats and ships. There were a couple of fishing boats we had to deal with, explained Lt. Col. Robert Haston, helicopter pilot who flew one of the two helicopters that night from Patrick Air Force Base.

The 500,000-pound rocket's planetary payload would require a minimum of nine solid-rocket motors, six of which separate after one minute of flight, and a remaining three that ignite then separate after burn-out one minute later, this according to an Air Force fact sheet. In a worst-case scenario this fireball could shower a storm of debris down into the Atlantic.

The helicopters took off 30 minutes apart starting at 8 p.m., which is slightly under three hours prior to the scheduled United Launch Alliance Delta II Rocket, which was set to lift off with NASA's Kepler telescope. Once in space, the telescope



A wing HH-60G Pave Hawk helicopter pulls alongside the 600-foot-long, panamax tanker ship Energy Pride off the coast of Kennedy Space Center prior to a space shuttle launch.

photo/Lt. Col. Robert Haston

will scan the galaxy for planets like ours.

(To clear the range) "The first thing we do is climb up 5 - 8,000 feet and electronically scan the area using a receiver," explained Colonel Haston. At that altitude they can see all vessels within a hundred-mile radius using the device. This allows them to sort out which moving ships may end up in the danger zone.

"While we're up there we can tell which one will be a factor so they can make a minor course correction early and steer around the box," said Colonel Haston.

The crews divide the area and start making contact with mariners. "We made about a half-dozen contacts including a big research boat," he said.

Twelve contacts is a little more than usual, but when there is great fishing weather each helicopter may end up communicating with 20-30 boats a piece.

It was a clear night, and the weather was calm. It was perfect launch weather, and the rocket that jutted out like a skyscraper on launch pad 17A later streaked across the night sky on time at 10:49 p.m. At the same time, the Reservists remained in the air until the rocket cleared the air

space just in case they had to go to work and a boater inched its way out of safety or a rescue was needed.

"It was a stunning launch," said Kepler Project Manager James Fanson of NASA's Jet Propulsion Laboratory in Pasadena, Calif., in a NASA news release. "Our team is thrilled to be a part of something so meaningful to the human race. Kepler will help us understand if our Earth is unique or if others like it are out there."

To date, Rescue Reservists have supported approximately 400 launches alongside their active-duty counterparts since moving to Patrick AFB near Miami in 1994. Three months into 2009 and they've already supported a space shuttle launch and landing, as well as three rocket launches—all on top of an ongoing, 14-month mobilization to Afghanistan, among several other significant deployments.

The Reserve wing is primarily a combat search and rescue wing but is on-hand to support all manned and unmanned launches from Cape Canaveral Air Force Station and Kennedy Space Center on Florida's Space Coast.



Pararescuemen from the 920th Rescue Wing prepare to deploy an inflatable flotation collar around a mock-up of the Orion Crew Exploration Vehicle, which will serve primary vehicle for manned spaceflight after the space shuttle is retired in 2010.

photo/Tech. Sgt. Paul Flipse

Encapsulating History

With the space shuttle program's 2010 retirement-date looming, Wing pararescuemen begin testing of NASA's next-generation spacecraft

BY TECH. SGT. PAUL FLIPSE
920th Rescue Wing Public Affairs

Six pararescuemen from the Air Force Reserve's 920th Rescue Wing conducted recovery testing on a mock-up of NASA's next-generation spacecraft at Cape Canaveral Air Force Station's Trident Turn Basin Apr. 8.

The team of pararescuemen (PJs), Master Sergeants Robert Smith, Chris Seinkner, Matt Roche, Jeffrey McManus and Kenneth Surrey, along with Senior Airman Richard Boyd, deployed an inflatable flotation collar during the test of the Orion crew exploration vehicle, NASA's replacement for the space shuttle.

The collar is designed both to stabilize the capsule after water landing and pro-

vide a platform for recovery personnel to stand on during the operation.

The operation, called the Post-landing Orion Recovery Test, or PORT, allowed the PJs to test the capsule in outside conditions, and also for NASA personnel to discover what kind of motion astronauts can expect after landing. Air Force pararescuemen will be the first on scene after a splashdown and will be responsible for recovery and immediate, post-landing medical treatment of all astronauts.

According to NASA, Orion is targeted to begin carrying humans to the International Space Station in 2015 and to the moon by 2020. Orion is part of the NASA's

Constellation Program.

Reservists from the 920th provide contingency medical and recovery support for all NASA shuttle launches and landings. The unit's primary mission is combat search and rescue.

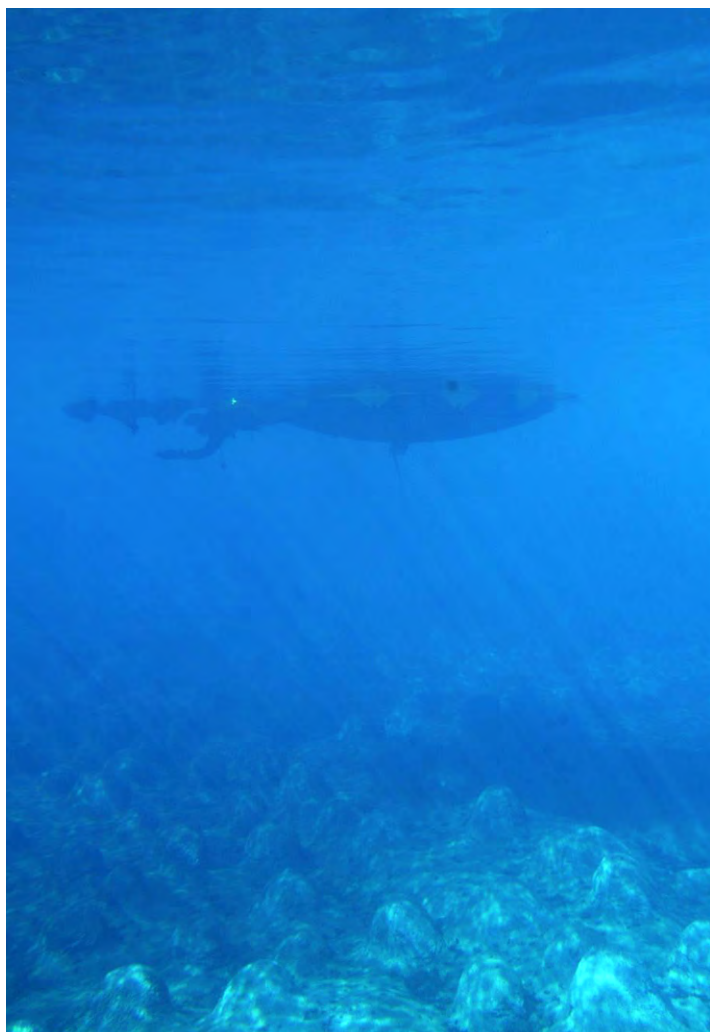
The 920th Rescue Wing provides first-response medical, contingency, rescue and recovery support for all space shuttle launches. Air Force pararescuemen have provided astronaut recovery support to NASA as far back as the Mercury program, and were the first on scene to help legendary astronauts Neil Armstrong, Buzz Aldrin Gus Grissom from their space capsules.

Pooling knowledge

Before sea trials of the capsule began at Kennedy Space Center, wing pararescuemen tested the Navy-built, 18,000-pound Orion mock-up in a test pool at the Naval Surface Warfare Center's Carderock Division in West Bethesda, Md. The goal of the operation was to allow the PJs to assess outside condition during astronaut recovery. Their findings will help NASA design landing recovery operations including equipment, ship and crew necessities.



photos/Ryan Hanyok-NSWC



PHILIPPINE SEA, North Pacific Ocean

Air Force pararescuemen flank Astronauts Neil A. Armstrong and David R. Scott, sitting in the Gemini 8 space craft, while awaiting the arrival of the recovery ship, the USS Leonard F. Mason after splashdown in the Pacific Ocean Mar. 16, 1966. Reservists from the 920th Rescue Wing at Patrick Air Force Base, Fla. provide first-response contingency medical and rescue support for all NASA shuttle launches. With the advent of the NASA's new capsule-based, manned-spaceflight program, Constellation, Air Force pararescuemen will once again greet astronauts on the high seas following splashdown.



courtesy photo/NASA



making
the **cut**

At the 920 Rescue Wing, there are
always **angels** in the details

photos by Tech. Sgt. Jeremy Allen

Tray magnifique
Airman 1st Class Gary Grandison retrieves a rivet for a sheet metal repair to get the wing's aircraft in top shape before a deployment to Africa.





Cutting crew

Staff Sgt. Ely Thomas (*facing page*) trims sheet metal for aircraft repairs. Airman Cody Soulsby and Tech. Sgt. Tam Walker (*above from left to right*) fabricate a bench-stock supply box that will hold surplus repair parts onboard one of the wing's HC-130P/N Hercules aircraft.



OPINION



March has been recognized as Women's History Month since 1987 to highlight women of the past and future. To commemorate the contributions of courageous women worldwide, we asked wing reservists who they'd most like to talk to out of any woman in history.



MSgt. John Clarke

"Mother Teresa. What inspired her to do the job she did, what kept her going and if she would do it all over again."

Mother Teresa was a Roman Catholic nun renowned for her lifelong care of the poor, sick and helpless. In 1979, she won the Nobel Peace Prize for her more than 45 years of work as a humanitarian. Of the thousands she cared for, Mother Teresa said, "Each one of them is Jesus in disguise."



Capt. Anita Young

"Mae Jemison. What made her want to follow that career path, what obstacles and challenges she had to overcome."

In 1992, Dr. Mae Jemison was a mission specialist aboard the Space Shuttle Endeavor, making her the first African American woman to enter space. She entered Stanford University at age 16, received her degree in medicine from Cornell University at age 25 and is fluent in four languages.



Lt. Col. Robert Key

"Eve. I would want to know what life was like before and after the awakening."

According to the Book of Genesis in the Bible, Eve was the first woman created by God. The "awakening" refers to Eve and Adam's (the first man) transition from innocence to awareness after they ate from the Tree of Knowledge of Good and Evil in the Garden of Eden.



SSgt. Maria Crosby

"Clara Barton. What inspired her to care for wounded soldiers, gave her courage in that time and place."

Founder of the American Red Cross, Clara Barton convinced government officials to allow female nurses on the front lines during the Civil War. She cared for troops at some of the war's most savage battles, including Cedar Mountain, Antietam, the Second Battle of Bull Run and Fredericksburg.



SSgt. Matt Schaeffer

"Rosa Parks. What was going through her mind that day that made her say, 'I've had enough.'"

Rosa Parks, an African American civil rights activist, broke an Alabama state law in 1955 when she refused to give up her seat to a white passenger on a bus. After claims she was merely too tired to stand, Parks said, "... the only tired I was, was tired of giving in."

Tea and empathy

Key spouses Janice Shiakallis (right), wife of 920th Support Group Commander Col. Eric Shiakallis, and Robin Pierce, wife of 920th Maintenance Group Commander Col. George Pierce, on the breakfast line at the Deployed Spouse's Breakfast during the January drill weekend.

The event, sponsored by the wing Key Spouse program and base Airman and Family Readiness Center, was held as means to support and communicate with wing members mobilized overseas.

"One of the most important things we do as a wing is take care of the families of those who are deployed," said Col. Steve Kirkpatrick 920th Rescue Wing Commander.

The Key Spouse program provides support and information to families of wing members while assigned here. The base Airman and Family Readiness Center hosts an array of events for families of deployed Airmen.

For more information about the Key Spouse program, please contact Master Sgt. Marian Smith at (321) 494-9016. For information on the Airman and Family Readiness Center, call the center at (321) 494-8925.



Robin Pierce and Janice Shiakallis (from left to right) man the breakfast line at the Deployed Spouse's Breakfast during the January drill weekend.



U.S. Coast Guardsmen prepare to rescue Nick Schuyler from an overturned vessel 35 miles west of Tampa, Fla., Mar. 2. The three other men who had been onboard—Victor "Marquis" Cooper, Corey Smith and William Bleakley—were never found.

U.S. Coast Guard photo/Adam Campbell

Rescue wing joins search for boaters, NFL players

BY CAPT. CATHLEEN SNOW
920th Rescue Wing Public Affairs



A wing HH-60G Pave Hawk heads for the Gulf.

Air Force Reserve Rescue crews from the 920th Rescue Wing (RQW) here joined the Coast Guard in a search for four missing boaters in the Gulf of Mexico Mar. 1.

On Mar. 2, the Coast Guard rescued one of the boaters. Former University of South Florida football player Nick Schuyler was found about 35 miles off the coast of Tampa, Fla., sitting on the hull of a 21-foot fishing boat that reportedly overturned during a storm two days before.

Still missing were Detroit Lions defensive end Corey Smith, Oakland Raiders linebacker Victor "Marquis" Cooper—who had been teammates on the Tampa Bay Buccaneers in 2004—and another man identified as Will Bleakley.

Tragically, the other three men were

never found, and the Coast Guard suspended the search indefinitely Mar. 4.

Watchstanders at Coast Guard Sector St. Petersburg, Fla., had received the initial call at about 1:30 a.m., Mar. 1, reporting that three friends, Mr. Cooper, Skyler and Smith and a possible fourth person did not return from their fishing trip as expected.

The men left at about 6:30 a.m. Saturday, from the Seminole Boat Ramp in Clearwater Pass, in a 21-foot center-console boat. The source later updated the information and confirmed there was a fourth person aboard the vessel.

The 920th RQW received notification from the Air Force Rescue Coordination Center (AFRCC) to help with the search. According to officials at the AFRCC the

Coast Guard notified them at approximately 1 p.m. for help with the search, which started a chain reaction of notifying various Air Force units.

The 920th is one of several other Air Force units which joined in on the search.

Coast Guard assets included a 47-foot motor-lifeboat crew from Station Sand Key, Fla., HH-60 Jayhawk helicopter and C-130 Hercules fixed-wing aircraft from Coast Guard Air Station Clearwater, and the Coast Guard Cutter Crocodile.

Located at Tyndall Air Force Base, Fla., the AFRCC serves as the sole agency responsible for coordinating on-land federal search and rescue (SAR) activities in the 48 contiguous United States, Mexico and Canada. It operates 24 hours a day, seven days a week.

SAVE OF THE MONTH



On March 5th 2009, an urgent message from Air Force Material Command was sent down requiring an immediate inspection of all C-130 aircraft to identify deficient upper wing-joint barrel nuts used to secure the wings to the aircraft fuselage. The barrel nuts had been identified as deficient after they showed the potential to crack during routine service. Upon inspection of 920th Rescue Wing aircraft, it was determined that all aircraft had several deficient wing-barrel nuts, including the two aircraft on alert status at Djibouti Air Base, Horn of Africa.

Sensing the urgency to keep the deployed aircraft fully mission capable and maintain their alert status, the decision was made to send one of our Airmen to Djibouti with the



Upper wing joint barrel nuts from a C-130 aircraft

approved replacement wing barrel nuts. On March 6th 2009 with less than 24 hours notice, Senior Airman Robert H. Shattuck volunteered to deliver the assets and remain on station until the first rotation returned home on 5-6 April.

Senior Airman Shattuck was able to deliver the wing barrel nuts within two days, a process that would've taken several days for delivery through the normal supply chain, thus maintaining the alert commitment for the two deployed HC-130 aircraft from the 920th RQW.

Based on his actions as well as the dedication to duty, the above mentioned is hereby awarded the "Save of the Month" for March 2009.

An unprejudiced introduction

Hello 920th Rescue Wing professionals. My name is Elgin (Rick) Ross, and I'm the new wing Equal Opportunity Chief.

I was born in Jacksonville, Fla. and I'm married with two daughters, ages 11 and 6. I've spent 16 years in the Air Force—both as an enlisted man and as an officer—in several career fields, and I understand the importance of having and working in an environment free of discrimination and sexual harassment.

From time to time, you'll see articles produced by the EO office that are designed both to keep you informed and let you know who to see for help with a discrimination or sexual harassment issue. Please stay informed and aware, because this is not just my job, it's everybody's job!

I believe EO is a readiness issue that supports our core values of integrity first, service before self, and excellence in all we do. Discrimination and sexual harass-

ment against military or civilian personnel, family members or retirees based on race, color, national origin, religion, age, disability or sex are contrary to good order and discipline and counterproductive to combat readiness and mission accomplishment. It will not be tolerated.

I hope that by working together to ensure dignity and respect for all, we can remove barriers that prevent Air Force members from rising to the highest level of responsibility possible.

I look forward to getting out to each duty section and meeting each and every one of you in an effort to gain your trust and confidence. Remember, the EO office stands ready to assist whenever an Airman, civilian or family member face discrimination or sexual harassment of any kind. We're located in Bldg. 360, room 128, and our phone number is (321) 494-6551. Thank you for this opportunity!



CAPT. RICK ROSS



Obfuscated oratory
Wing Command Chief Master Sgt. Gerald Delebreau imparts words of wisdom during a combat dining in during his deployment to Ali Air Base, Iraq. Chief Master Sgt. Pete Callina is the acting wing command chief.

PROMOTIONS

Chief Master Sergeant
KARL CDEBACA

Senior Master Sergeant
RONSON AUSTIN
STEVE RICHMOND

Master Sergeant
NATHAN AHOLA
DESMOND BARNHILL
TONY GRIDER
EMILY LIZAK
JAMES SMITH

Technical Sergeant
VICTORIA ASHLEY-MANNING
ROBERT FARRELL
CHRISTOPHER GUILLEY
GEOFFREY MAZE
MICHAEL MITCHELL
PETER PAVENSKI
AMBER RANKIN
CARRIE SCHWARTZ
NOEL SOSA
MARK VICTOR

Staff Sergeant
JEREMY BIXLER
BROOKE BRIDGE
JASON BUZARD
CASEY CASTLEBERRY
JOSE FALERO
JOHN FUSCO
HALENA LATHE
CRISTINA MANGOLD

SAMUEL OLIVO
SCOTT RODRIGUEZ
PHILIP RUGGIERO
JUNE SCHMIDLKOFER
ANDREW SILVIS
GARY SMITH
CHAUNICE TARVER
ALEXANDER VAZQUEZ

Senior Airman
JORDAN HUFF
DAVID JUDAH
REBECCA PARKER
HELMUT RONER
DARNELL WARD

Airman 1st Class
MONIKA SANTANA

Airman
STEVEN ASHLEY

AWARDS

Meritorious Service Medal
RAYMOND PADGETT, Msgt.
BRUCE SCHUMAN, Maj.

Air Medal
JASON KORNOUSER, SrA
DAVID BAHR, SSgt.
GREGORY GOETZ, TSgt.
JAYSON GOETZ, Capt.
MICHAEL STUCKER, Maj.
TIMOTHY PFEIFER, Lt. Col.

AF Commendation Medal
GREGORY GOETZ, TSgt.

GRADUATIONS

First Sergeants Course
JERRY SMITH, SMSgt.
NINA WATKINS, SMSgt.
STACIE MOORE, MSgt.
JAMES AUSTIN, MSgt.
JOHN HARRIS, MSgt.

Recruiting School
FREDDIE JONES, SMSgt.
(also won 'Best Dressed')

NEWCOMERS

STEPHANIE AMAYA, SSgt.
PATRICK BRYK, SrA
XAVIER CORONEL, TSgt.
GEORGE DRIESSLEIN, Capt.
JAMES DULLAGHAN, SSgt.
WILLIAM HOFFMAN, A1C
DOUGLAS ISAACKS, SMSgt.
MARTIN LANDERS, SrA
JODI QUIDLEY, SrA
JAMES REYNOLDS, SSgt.
R.A. SHOLTZ, SSgt.
ELMER L. SNEED JR, TSgt.
KENYATTA SNOWDEN, SrA
RODERICK STOUT, Capt.
KAREN STRISHOCK, SrA
CHRISTINA VANDERPOOL, SrA
NGIEM VU, SrA

FAREWELLS

LISA ALIMENTI, SSgt.

JEREMY ALLEN, TSgt.
JEREMY BALLARD, SSgt.
JON BLEWETT, SrA
KIRK BOBLETER, TSgt.
MICHAEL BOLLING, Capt.
RAYMOND BRADSHAW, Capt.
COURTNEY BROWN, SrA
DON CASTOR, SrA
BARRY CONNOCK, SMSgt.
MICHELLE CRUZ, SrA
PAUL FLIPSE, TSgt.
KUTWANA FULLER, SrA
JORGE GARCIADELEON, SrA
ELIDA HANSEN, TSgt.
NATHAN HATZER, SSgt.
DEMETRIS HUNTER SSgt.
JAMES JOHNSTON, MSgt.
STEPHEN LANGONE, SrA
JARED LE FEVRE, SSgt.
TROY LONG, SMSgt.
ERICA MCCOY, TSgt.
MATTHEW MEDLEY, SrA
REX MEYER, Lt. Col.
MICHAEL MITCHELL, TSgt.
WILLIAM MOORE, Maj.
RENEE MURPHY, MSgt.
JOSE NIEVESTORRES, TSgt.
ESTHER NOEL, TSgt.
CHARLES OLIVER, SrA
RAYMOND PADGET, MSgt.
WASSA STARR, TSgt.
JANETTE TERRELONGE, TSgt.
JOHN TOBER, Capt.
INGRID VASALLO, SrA
PRECIOUS WASHINGTON, Capt.
JOHN WEST, SMSgt.
WINSTON WILLIAMS, A1C



courtesy photo

Tunnel vision // A rescue wing pararescueman displays proper, stabilized flying technique in full combat equipment at a local wind tunnel. During the freefall portion of a HALO jump (high altitude - low opening), pararescuemen must achieve stable flight or risk parachute malfunction. If a jumper deploys his parachute while spinning or tumbling, his chute may become tangled, preventing "clean" air from entering the canopy and possibly resulting in serious injury or death. According to pararescue squadron Command Chief Master Sgt. Doug Kestranek, the use of wind-tunnel training has exponentially improved the planning and safety of their parachute training program.



All about the mechanics

Prior to the Washington Nationals Baseball Team's annual Military Appreciation Day game, Col. George Pierce, maintenance group commander for the 920th Rescue Wing (*above*), was one of several dignitaries who threw ceremonial first pitches. The opening ceremony also featured wing reservists Senior Master Sgt. James Turman and Staff Sgt. Diane Lopes, as well as a flyover by two HH-60G Pave Hawk helicopters (*right*). During the seventh-inning stretch, Tech. Sgt. Jennifer Drake led the crowd in a rendition of "Take Me Out to the Ball Game." (photos/Capt. Cathleen Snow)

