ANGEL'S WINGS

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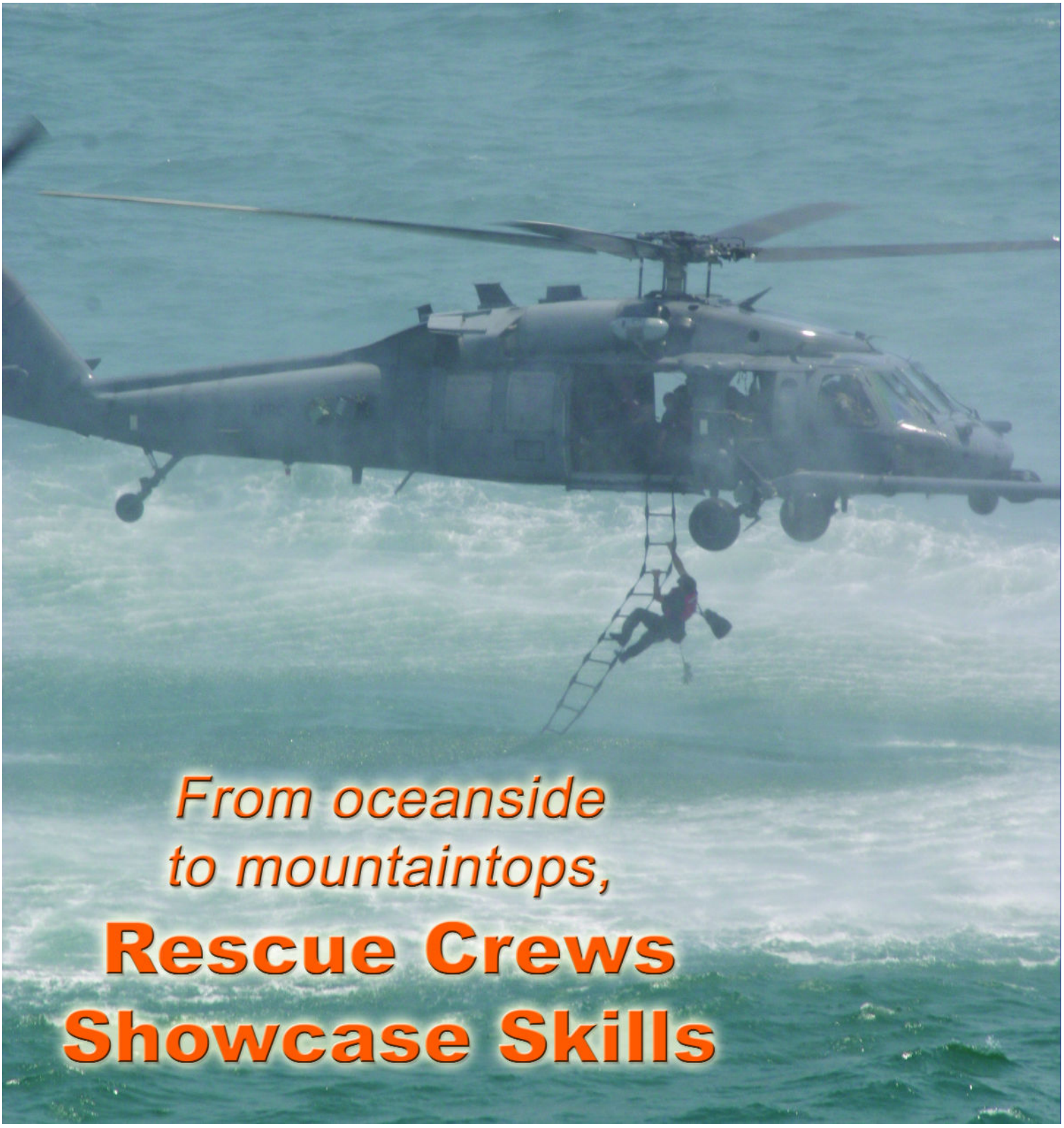


From oceanside to mountaintops, Rescue Crews Showcase Skills

Angel's Wings

Volume 4, No. 6

Col. Stephen Kirkpatrick
Commander

1st Lt. Cathleen Snow
Chief of Public Affairs

2nd Lt. Jaime Pinto
Asst. Chief of Public Affairs

Master Sgt. Raymond Padgett
NCOIC

Tech. Sgt. Shane Smith
Staff Writer

Senior Airman Heather L. Kelly
Editor

This authorized Air Force Reserve newspaper is published for the members of the 920th Rescue Wing, Patrick AFB, Fla. Contents of Angel's Wings are not necessarily the official views of, or endorsed by, the U.S. Government, Department of Defense or the Department of the Air Force. The editorial content is edited, prepared and provided by the Public Affairs Office of the 920th Rescue Wing, 740 O'Malley Road, building 559, Patrick AFB, FL 32925. (321) 494-0535. The deadline for submission is the Friday after the UTA for the next month's issue. All photos are the property of the U.S. Air Force unless otherwise indicated.

On the Cover:

Crews with the 920th Rescue Wing perform a simulated rescue mission for audiences at the 2006 Ft. Lauderdale Air and Sea Show.
Photo by Tech. Sgt. Paul Dean

AFRC recruiting recruiters

The Air Force Reserve Command Recruiting Service is always looking for enthusiastic, qualified people. If you are motivated to excel, perform above the status quo, and are physically and morally fit this could be the career move you've been looking for.

As a recruiter you will be the Air Force Reserve in the eyes of people in your community. You will represent the pride, honor, and tradition of the Air Force Reserve to those you come in contact with. Being a recruiter is not your ordinary 9-5 job. You are an Air Force Reserve representative 24 hours a day.

Recruiting duty involves working in your community. You will call on radio and television stations, visit high schools, network, and be visible within your community. As an AFR recruiter you will help others make decisions that will affect them the rest of their lives.

The application process begins with a face to face interview with the local Senior Recruiter. If you meet the qualifications you will be asked to complete a packet, to include a current physical. The packet will be sent to AFRC Recruiting Service Headquarters at Robins Air Force Base, Ga., to the recruiter selection board.

Once tentatively selected, you will attend the Evaluation and Selection course at AFRCRS HQ.

You will be evaluated on your potential to become a successful AFR recruiter.

"The ESC is a five day course designed to introduce prospective candidates to reserve recruiting. During this course, candidates will stand an open ranks inspection, participate in PT, give speeches, and complete memorization work. Challenges are progressive. The top candidates are afforded the opportunity to attend the recruiter class," said Chief Master Sgt Budell Willis, chief, training branch.

The recruiting course is a six week long course located at Lackland AFB, Texas.

"This is one of the most challenging technical schools in the Air Force. These six weeks will prepare you to be a mission ready recruiter," said Master Sgt. Barry Kowald, instructor at the school.

Standards at the Recruiting School are high. Instruction includes Air Force Reserve benefits and entitlements, program selection criteria, advertising, and promotion, community relations, speech, and salesmanship. Course emphasis is on student performance and practical application.

Your initial recruiting tour of extended active duty can last up to four years. Tour extensions are reserved for those who meet or exceed the highest standards of conduct, demeanor, appearance, integrity, production, and acceptance of responsibility.

If this sounds like a good fit for you, please see the senior recruiter in your area and pick up an application today.

AIR FORCE RESERVE

Personal readiness ensures mission readiness

By Col. Joseph Trippy
920th RQW Vice Commander

As Florida residents, over the past few weeks we have been afforded the opportunity to purchase hurricane preparation items without the burden of sales tax. A nice gesture from the state that should tell us all that now is the time to prepare because here they come again!

The active hurricane seasons we have endured over the last two years appear to be more the norm for the near future as the National Hurricane Center predicts an equally active season this year.
That's hard to believe when you consider the folks in New Orleans and the Gulf Coast still haven't fully recovered from Hurricane Katrina and remnants of Hurricane Wilma still can still be seen around our area as well as South Florida.

I cannot stress enough how important it is for all of us to learn from recent history and get our families, pets, homes, boats and vehicles ready for the next onslaught of Mother Nature.

We have all experienced the long lines at hardware stores and the scarcity of gas at the pumps that can be avoided with some proper planning.

Now this article isn't to tell you about storm shutters, escape routes, food and water. There are plenty of experts and news articles that can do a much better job than I can in describing self-preparation for the upcoming season...but what I would like to convey is that the manner with which the 920th Rescue Wing responds to hurricanes may have changed.

As an Air Force Reserve Command wing tasked with United States Air Force assets, our number one priority is to protect our aircraft in order to be prepared to enter the fight when called upon.

We have done that successfully numerous times over last two years through the dedication of 920th members who have balanced their personal preparation along with wing preparation. For that the wing leadership thanks you all.

This year, I anticipate another dynamic to our hurricane preparation and that is the potential for pre-positioning assets for quicker response to hurricane disasters dictated by higher headquarters, governor and presidential decree.

What impact does pre-positioning assets mean to the 920th RQW and its members you might ask? More importantly, a hurricane aimed at the Space Coast is no longer our only concern.

As you might recall for Hurricane Rita, the 920th sent helicopters, equipment and personnel to Kelly Air Force Base, Texas, long before landfall and then moved closer to the Gulf Coast immediately after the storm moved through.

I envision that type of response repeated this year as well. That would mean the 920th might be called upon to pre-position anywhere along the Gulf or Atlantic Coast near wherever landfall is predicted.

This will result in asking even more of our folks then ever before. Hurricane pre-positioning means decisions will be made earlier and these "deployments" will probably be longer.

Of course the fickleness of Mother Nature will include some false alarms based on the unpredictability of hurricanes. All of these efforts will take time, planning and execution and are certainly disruptive to our daily lives and the scheduled unit taskings.

The best advice I can provide to all 920th RQW members as the 2006 hurricane season unfolds is to remain engaged with current and predicted weather information.

A storm that poses no threat to our backyard may well impact our unit if called upon. A storm that seems miles and days away from landfall anywhere in the U.S. may already have the wheels within our organization turning. The face and magnitude of hurricane preparation will be rewritten in 2006. Be prepared and remain engaged.

Photo by Senior Airman Heather L. Kelly

Crews prepare to deploy in the aftermath of Hurricane Katrina. Will you be ready for this year's storms?

First wing command chief signs off

By 1st Lt. Cathleen Snow
920th RQW Public Affairs

Signing off as the first 920th Rescue Wing command chief is Chief Master Sgt. Michael Schooley (Ret.). A man whose personality matches his hearty stereotypical radio announcer's voice -- robust, hearty and mellifluous.

Command Chief Schooley, the first man to represent the combat enlisted Airman here at the wing's inception, April 1, 2003, stood before a 920th audience May 7 at the Base Theater as he was awarded the Air Reserve Forces Meritorious Service Medal for the first time during his 34-year career.

Illustrative of his selfless dedication to the enlisted force, "It tends to happen that way," said Chief Schooley, "when you are always taking care of everyone else as the silent leader you tend not to get recognized."

But recognition was not his goal he said. He sought to grow with the wing and set a precedent. "Being first there is a lot of new ground to break, there is no particular precedent or style on how you approach the job so you are more careful when navigating uncharted territory," he said.

The Base Theater was filled with a ceremonial roar as wing members showed their approval for the highest ranking enlisted man by displaying a hearty send off as they cheered, clapped and gave the chief a standing ovation.

Chief Schooley brought a depth of job experience to the command chief position. He served as the 920th Maintenance Squadron first sergeant for seven years prior to becoming the wing command chief. And with three deployments to Kuwait and one to Iraq under his belt during Operation Iraqi Freedom, Chief Schooley enriched his credentials as a caretaker.

But it wasn't just serving Airmen during the height of the Global War on Terrorism that rendered his popularity. He said the people made him. "It's always about the people. If you take care of your people they'll take care of the mission."

One of the highlights during his tenure as command chief was during one commander's call where a whole group of 920th personnel who deployed during Operation Iraqi Freedom received the Bronze Star. It really highlighted the importance of trying to complete the mission when in harm's way, said Chief Schooley.

Against the newest addition to his medals, Chief Schooley is a decorated veteran and has earned his share of ribbons and medals, but the departing command chief said his greatest reward was the position itself.

"Everybody always has a good to themselves at the highest level…but people are what made it to where I was proud to serve. You are a great group of people focusing on the mission of rescue. I can't imagine working with a greater group than what I did with the 920th Rescue Wing," he said.

Although signing off from a long, proud, military career, Chief Schooley will remain in the area working his civilian job running the aircraft center for Southeast Aerospace Inc. at Melbourne International Airport.

"It's been a great ride and I'm sure going to miss it," he said.

Photo by Senior Airman Heather L. Kelly

Command Chief Master Sgt. Michael Schooley retired in May after 34 years of service. Prior to becoming the wing's first command chief, Chief Schooley served as the 920th Maintenance Squadron first sergeant for seven years.

He's the Man: Loadmaster brings balance to wing enlisted force

Story and photo by
1st Lt. Cathleen Snow
920th RQW Public Affairs

Precision computation of weight, balance and cargo distribution on HC-130 cargo aircraft is attributed to the aircraft loadmaster; vital to the plane's ability to take off and fly right.

In a ceremony held here May 7, one 920th Rescue Wing loadmaster will be carrying over these duties to the position as the wing command chief.

Command Chief Master Sgt. Bill Gatlin was selected as the top enlisted man here and his new role draws a parallel from his long career as an aircraft loadmaster as it is vital to balancing the wing and its ability to fly right.

Command Chief Gatlin replaced Command Chief Master Sgt. Michael Schooley upon his retirement. Chief Schooley served as command chief for the wing from April 1, 2003, through March 31.

Coming from the flying operations side of things, Command Chief Gatlin will set a new precedent. Although he will no longer consider factors such as fuel load, aircraft structural limits and emergency equipment requirements, his new pre-flight inspection checklist will be to apply his technical expertise to a healthy enlisted force.

The new command chief said he wants to focus his initial efforts in two areas: Leadership development opportunities for every Airman and organizational structure review.

"When short suspense opportunities arise to deploy a reservist, I want to encourage all 920th Airmen to take advantage of such opportunities to enrich and develop them as leaders and mentors," said Chief Gatlin.

Chief Master Sgt. Bill Gatlin replaces Chief Master Sgt. Michael Schooley (Ret.) as 920th Rescue Wing command chief.

As far as organizational structure review, the Chief said, "In some ways, the Reserve is organized differently than the active duty. For instance, there are different layers of supervision. I want to work to make our organizational structure more functional and streamlined," he said.

Another area he's looking to improve upon is communication methods within the wing. He wants to ensure everyone is getting the message, down to the lowest Airman.

These are just a few of the challenges he said he will initially address.

"I will be out and about communicating with supervisors and first sergeants on a regular basis," said the chief to include the two 920th geographically separated units: the 943rd Rescue Group at Davis-Monthan Air Force Base, Ariz., and the 304th Rescue Squadron at Portland, Ore.

He also wants all Airmen to know he will address every issue, but advises the best way to begin the process is at the lowest level, by telling your immediate supervisor through the use of your chain of command.

Prior to being appointed as the command chief, he served as a standards and evaluations loadmaster for the 920th Operations Group and prior to that as loadmaster superintendent for the 39th Rescue Squadron, as well as for the 332nd Expeditionary Rescue Squadron during Operation Iraqi Freedom.

Like a back end operator who avoids the limelight, Chief Gatlin seems to be approaching his new job modestly, but all aircraft commanders know their aircraft will not go the distance without balance and guidance.

"I'm honored to represent the best combat rescue Airman in the world," said Command Chief Gatlin.

Rescue crews showcase skills

Story and photo by 1st Lt. Cathleen Snow, 920th RQW Public Affairs

A contingent of combat rescue Airmen journeyed to Ft. Lauderdale airport by land and air to participate in the McDonald's Air and Sea Show May 6-7.

Two crews from the 301st Rescue Squadron each piloted an HH-60 Pavehawk helicopter, known as Jollys, into the show's air space midway through both days of the show.

As the Jollys buzzed through the cloudless sky, pararescumen, known as "PJs," who are specially trained in combat recovery and rescue, shimmied down ropes out the side door on cue into the cool, blue drop zone of the Atlantic Ocean. Then they climbed up the rope ladders back onto the Jolly only to exit it several more times; demonstrating insertion and extraction techniques of rescue missions.

An HC-130 crew orchestrated the next stage of the rescue when it buzzed by with both Jollys sucking fuel from each of its wing tips in a dual air refueling demonstration.

This collaboration of rescue forces demonstrated to a crowd of four million how pararescuemen and aircraft crews pull together to rescue downed Airman out of a combat situations.

"The air show is a holistic event," said Mickey Markoff, the event's founder at a press conference two days prior. And it's the official kickoff to National Military Appreciation Month where the community comes together to show their appreciation for those who keep us free and all the veterans who came before them, said Mr. Markoff.

The air show creates one of the largest recruiting efforts; assists in raising the morale and retention of Airman, Marines, Soldiers and Seaman; it helps the U.S. Military connect with the community; and it allows the five branches of the U.S. military to demonstrate their capabilities, said Mr. Markoff.

920th Rescue Wing members Tech. Sgt. Shane Smith (left), Tech. Sgt. Chris Mora (middle) and Master Sgt. Michael Gorsline (right) narrated the 920th Rescue Wing portion of the Ft. Lauderdale Air and Sea Show.

"How proud we are to be serving you," he said.

The Assistant Secretary of Defense for Reserve Affairs, Thomas F. Hall, praised servicemembers at the grandstand next and said, "This nation was built by blood, sweat and tears..."

Addressing the Global War on Terrorism, he said, "They [terrorists] will not prevail, we will win and this nation will continue as it has been, because of you, as a nation in the free world."

The cast of performers read like a "who's who" of the elite aviation community. From the Navy's aerial demonstration team, the "Blue Angels," to the Canadian Forces "Snowbirds," the U.S. Army's "Golden Knights" parachute demonstration team, to a simulated assault of the beach by members of the U.S. Marine Corps Amphibious Assault Group, the weekend rocked the beach with the deafening roar of the air and sea forces of the most powerful military in the world.

Spectators were treated to a four-ship fly-by of F-16s from Homestead's 93rd Fighter Squadron during the singing of the national anthem.

While some of the show's performers rehearse extensively for the entertainment factor, the 920th, however, gave spectators, "a glimpse at its actual combat search and rescue training, utilizing teamwork, said Master Sgt. Mike Gorsline who narrated the pararescue portion of the 920th Rescue Wing's demonstration.

"It brings us in closer contact with a community who may not know what our capabilities are. And it gives everyone a closer look

at the pararescue career field," said Sergeant Gorsline. Which is why 920th recruiter Master Sgt. Kristi Galvin, manned the Air Force Reserve recruiting booth during the event.

"Although recruiting is a big factor for the 920th's participation in the show, educating the public on what the combat search and rescue mission is all about is another. For example, in conjunction with the rest of our military duties, we are the primary rescue source for NASA and the space shuttle launches," said Sergeant Gorsline.

"They [aircrews and pararescumen] train extensively for that mission," he added.

Lt. Col. Coy Speer, 308th Rescue Squadron Commander, said during a live Sunday morning newscast, "What we do during the air show is also a slice of what we did during Hurricane Katrina rescue operations last September."

The wing is credited with more than 1,000 lives saved.

Lt. Col. Rob Ament, 301st Rescue Squadron pilot and aircraft commander during the show, said, "For those who didn't attend, the 920th brought the show together as a professional display of Air Force combat rescue."

"Much to the chagrin of professional demonstration teams like the Snowbirds and Blue Angels, many news sources and distinguished visitors claimed the 920th as the highlight. In fact, Col. McGee, former commander of the 332 Fighter Group 'Tuskegee Airmen' made it a point to approach me after the show to relay how impressed he was with the 920th's demonstration," said Colonel Ament.

Colonel Ament also praised the 920th Maintenance Squadron members, "who repaired the broken hoist in time for the show; 920th Public Affairs for the excellent portrayal in the media; the 39th Rescue Squadron for being there 'exactly' on time, and finally the 308th for making the grand entrance and 'stealing the show!'"

When the 308th pararescuemen swam up to the beach, they were approached by swarms of fans who gathered for rounds of photo opportunities with the men in fins.

Some family members who made the journey to the show also lauded the 920th as the show-stopper event.

"Rob gave us a flag he flew over Iraq. We planted it on the beach and watched the show...We support his military life 150 percent," said Beverly and John Ament, the parents of Colonel Ament.

When asked how he liked the show, 15-year-old Zach Speer, son of Colonel Speer, said, "It's really cool. My dad's out there."

He added, "To me, America appreciates the military because they are out here enjoying military stuff."

When asked what his favorite portion of the show is, "It would probably be my dad," he said.

A 920th Rescue Wing HC-130 aircraft performs a fly by for millions of onlookers during the Ft. Lauderdale Air and Sea Show. The yearly event showcases all branches of the service and kicks off Military Appreciation Month.

Portland PJs help rescue injured skier off glacier

By Master Sgt. Ruby Zarzyczny
939th Air Refueling Wing
Public Affairs

Exactly two weeks to the day after participating in a joint search and rescue training exercise with other rescue organizations from the local area, Reservists from the 304th Rescue Squadron were back on top of Mount Hood, Ore., May 6 for the longest hauling glacier rescue mission ever to be accomplished on Mount Hood.

Five Pararescuemen from the 304th went to Mount Hood to help rescue an injured back-country skier.

The skier was skiing with three others who were traversing the more than 11,200 foot Mountain [dormant volcano] summit when he tumbled more than 300 feet through a boulder field landing on Reid Glacier, said Sergeant Sean Collinson, Clackamas County Sheriff Rescue Team incident commander. One of the skiers in the party skied back down the mountain to get help.

"Two American Medical Response Reach and Treat team members and three Portland Mountain Rescue volunteers reached the injured skier first, but needed help to get him back up the mountain slope," said Sergeant Collinson. "We have averaged around 60-90 search and rescue missions a year for the last five years. Not all of the volunteer rescue groups have the same resources and capabilities that the PJs at the 304th have, and we knew we could use their help with this rescue."

At 1:15 p.m. the 304th was notified of the request for assistance in the rescue and left the Portland, Ore. base at 2 p.m. arriving at the Timberline Lodge at 3:30 p.m. where the Clackamas County Sheriff department was operating a command and control center, said Capt. Quintin Nelson, 304th RQS combat rescue officer.

He and Senior Master Sgt. Matt Ramp, 304th pararescueman staged at the lodge to give command and control directions to the PJ team involved in the rescue mission.

The PJs from the 304th were on the mountain for more than five hours of the 12-hour rescue.

By 4 p.m., snow cats took three pararescuemen, Tech. Sgts. Kevin Baum and John Davis and Staff Sgt. Josiah Blanton and seven additional volunteers from the Portland Mountain Rescue above the Palmer Ski Lift to the 9,200-foot elevation level pushing through the wilderness boundaries where they started climbing to the injured skier.

Photos by Master Sgt. Ruby Zarzyczny

After climbing for hours on Mount Hood, Tech. Sgt. Kevin Baum, center and Staff Sgt Josiah Blanton, (right) 304th Rescue Squadron Pararescuemen who were part of a 15-member rescue team comprised of volunteers from the Portland Mountain Rescue and members of the AMR Reach and Treat team, help get the patient into a waiting ambulance to be transported to a local hospital May 6, 2006.

The PJs carrying more than 50 pounds of equipment and supplies on their backs climbed about a half a mile reaching Illumination Saddle at 5 p.m. and then hooked into the initial rescue team's rope system.

Within an hour they started pulling the skier off Reid Glacier to eventually move him off the glacier through the snow cover mountain terrain to Illumination Saddle gaining about a 1,000 foot in elevation.

"Using brut force, we were able to pull the patient up the mountain slope and gain one foot for every one foot pulled," Sergeant Baum said.

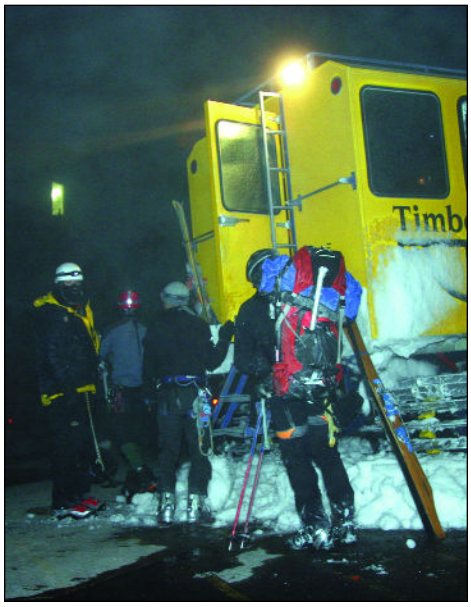
"We changed the rope system to gain a mechanical advantage. We attached the rope to the patient's litter and went up several hundred feet to an anchor point secured by two or three snow pickets [T beams]. At the anchor there is a pulley where the rope goes through and then back down to the patient where it is attached to a prusick [another pulley] and then goes back up to the rescuers above. This system decreases the actually weigh of the patient being pulled up the slope giving us a mechanical advantage of three feet gained to every one foot pulled."

The rope system allowed the PJs to pull on the rope walking down hill to move the patient up hill.

Once the PJs were at a certain point approximately 100 feet, they would reset the rope system and walk back up hill to grab more rope and start walking back down the mountain. They did this three to four times for each anchored point. One rescuer who was wearing a heart monitor had an estimated calorie burn of 6,100 calories which is equivalent to running two marathons.

After more than two hours of pulling and climbing the rescuers had moved their patient approximately 3,000 feet to Illumination Saddle where they would begin their almost 1,000 foot elevation descent to the Palmer Ski Lift.

While the rescuers were pulling the patient up from Reid Glacier to Illumination Saddle the weather was freezing but it was often clear and the snow was soft.



Pararescuemen wait outside of a snow cat to help the other members of the rescue team carry a skiing victim to a waiting ambulance.

"Weather wasn't too bad," Sergeant Davis said.

"It was snowing with intermittent white outs. At Illumination Saddle we were above the cloud deck, but the clouds would come through Reid Glacier and obscure our sight, so we couldn't see where the lower rescue team was sometimes."

"Because of the poor visibility, along with using a global satellite positioning system, as we went down toward the Glacier we put down markers [bamboo stakes with flags attached to them] in the snow to create a visual line on our way down," he said.

Fortunately, the sun was still up while they lifted the patient. But once they had the patient at Illumination Saddle the sun had gone down and the winds had picked up. They were facing blizzard like conditions.

With white-outs, dropping temperatures, blowing snow, a now icy path, and limited visibility, the PJs put their crampons on because they still had to traverse the patient through almost a mile on the icy slope in the dark to the Palmer Snow Lift where the snow cat would pick them up.

On their descent, four rescuers were tied to the litter carrying the patient and one rescuer controlled the patients movement while they climbed down the slippery mountain slope with a rope [belay] attached to the litter. As the litter moves forward the one rescuer slowly lets the rope out to control the patient's movement and safety as the other rescuers traversed the patient down the mountain.

They carefully reached the lift at 9 p.m., and a snow cat drove them to the lodge where they started loading their patient into the waiting ambulance. The patient was then transported to a Portland, Ore. hospital.

This was Sergeant Blanton's first Mountain Glacier Rescue.

"Overall, the mission wasn't a lot different then the training we do," said Sergeant Blanton.

"We've all done search and rescue exercises with the other rescue organizations here. We've practiced everything from Glacier to Avalanche rescue scenarios using all the [search and rescue] principals we have been taught. All of the knowledge I have gained through practice was applied during this real rescue mission."

While the three PJs were traversing the mountain, Capt. Nelson and Sergeant Ramp were at the command and control center giving the team direction using PRC-148 radios throughout the mission.

"I felt very comfortable being up there knowing those guys were in the control center." Sergeant Baum said.

"For us knowing that we have that kind of experience and leadership at the lodge [control center] involved in the decisions making on the mountain and giving us direction to help get the patient to safety gave us confidence while we were operating because we knew we're in good hands," Sergeant Blanton said.

Around The Pattern

Courtesy photo

The operational portion of phase II of the recent Operation Readiness Exercise held here April 3 - 7 took the scenario to Avon Park. Aircrew of the 301st Rescue Squadron scrambled the HH-60 Pavehawks to a simulated Iraqi village where 308th Rescue Squadron pararescumen were challenged by a realistic chain of events. These events were designed to not only help them pass the ORE, but spin them up for Air Expeditionary deployments.

Photo by 2nd Lt. Jaime Pinto

Spouses of 920th Rescue Wing members participated in a Spouses Flight in May. The program allows husbands and wives of wing members to see first hand what the combat search and rescue mission is all about.

BRIEFS

Military Pay Hours

The 920th RQW Military Pay office is located on the second floor of building 559 on O'Malley Road.

Please visit on Saturday of the UTA during normal duty hours, 8:00 a.m. to 3:30 p.m.

ORI Information

The scheduled dates for the 920th RQW Operational Readiness Exercise and Inspection are:

Second ORE: Sept. 9-15
AFSOC/IG ORI: Oct. 30-Nov. 5

Riverside Dining Facility

To obtain the lunch and dinner menu at the Riverside Dining Facility, call "Dial-a-Menu" at (321) 494-2845.

Information Management Classes

Information Management classes will be held in June in the 920th Mission Support Group commander's conference room of Building 561.

Air Force Records Management - June 3, 2006 at 9:00 a.m. and 1:00 p.m.
Electronic Records Management - July 8, 2006 9:00 a.m. and 1:00 p.m.

This is a mandatory two-year requirement for 3A0X1 personnel, and is recommended for civilians that are on duty attend these classes as possible.

It is also highly encouraged that any person that works with Air Force records in their sections attend these refresher-training classes regardless of what they're AFSC is.

The Air Force Records Management class will be equal to USAF CBT II training for those individuals having difficulty logging into the Skillport website.

The Air Force Reserve Bonus Program Pays Extra Cash!

The following AFSC's are bonus qualified for the period April1, 2006 through September 30 at the 920th Rescue Wing:

AFSC	TITLE
1A1X2	Flight Engineer
1A2X1	Loadmaster
1C0X2	Operations Resource Management
1N0X1	Intel
1T0X1	SERE (Survival, Evasion, Resist, & Escape)
1T2X1	Pararescue
2A5X2	Helicopter Maintenance
2A7X1	Aircraft Metals Technology
2A7X4	Survival Equipment
2E2X1	Comm, Network, Switching & Crypto Systems
2G0X1	Logistics Plans
2R1X1	Maintenance Management Production
2T3X0	Vehicle & Equipment Maintenance
3P0X1	Security Forces
3P0X1B	SF Combat Arms

FYY05 & FY06 NDAA Bonus Amounts (Effective Oct. 1, 2005)

Non-prior Service Enlistment Bonus
-- 6 year contract, $20,000

Reenlistment/Retraining
-- Maximum years of service increased to 20 years
-- 6 year contract, $15,000
-- 3 year contract, $7,500
-- 3 year contract, $6,000 when member has received a bonus for a previous 3 year enlistment
Prior Service Enlistment Bonus
--Maximum years of service increased to less than 16 years
-- 6 year contract $15,000
-- 3 year contract $7,500
-- 3 year contract, $6,000 when member has received a bonus for a
previous 3 year enlistment

Affiliation Bonus
--Maximum years of service less than 20 years
-- 3 year contract $7,500
-- 6 year contract $15,000

Contact your Wing Career Assistance Advisor, Master Sgt. Clay Henry Building 313, Room 102 or call (321) 494-9016 for additional information.

PJ ROCO Rescue Training

U.S. Air Force photos by Tech. Sgt. Jeffrey McManus

Pararescuman Master Sgt. Chad Evans, 308th Rescue Squadron, recovers pararescuman Staff Sgt. Kacee Holmes, 308th RQS, as he traverses above the ground at approximately 25 feet during training on a retired rocket launch tower at Cape Canaveral Air Force Station.

Pararescumen hone their highly angle rescue skills and earn national certification in ROCO Rescue. Above pararescuman Staff Sgt. Rusty Drake, 308th RQS, hones his repeling skills to allow for faster recovery of patients who require rescue from 'hard-to-get' angles and self rescue from confined spaces.

Pararescuman Staff Sgt. Joel Corbett wears a self contained breathing apparatus to simulate a contaminated environment during training as he packages simulated patient, pararescuman trainee Senior Airman Kenneth Reuter.