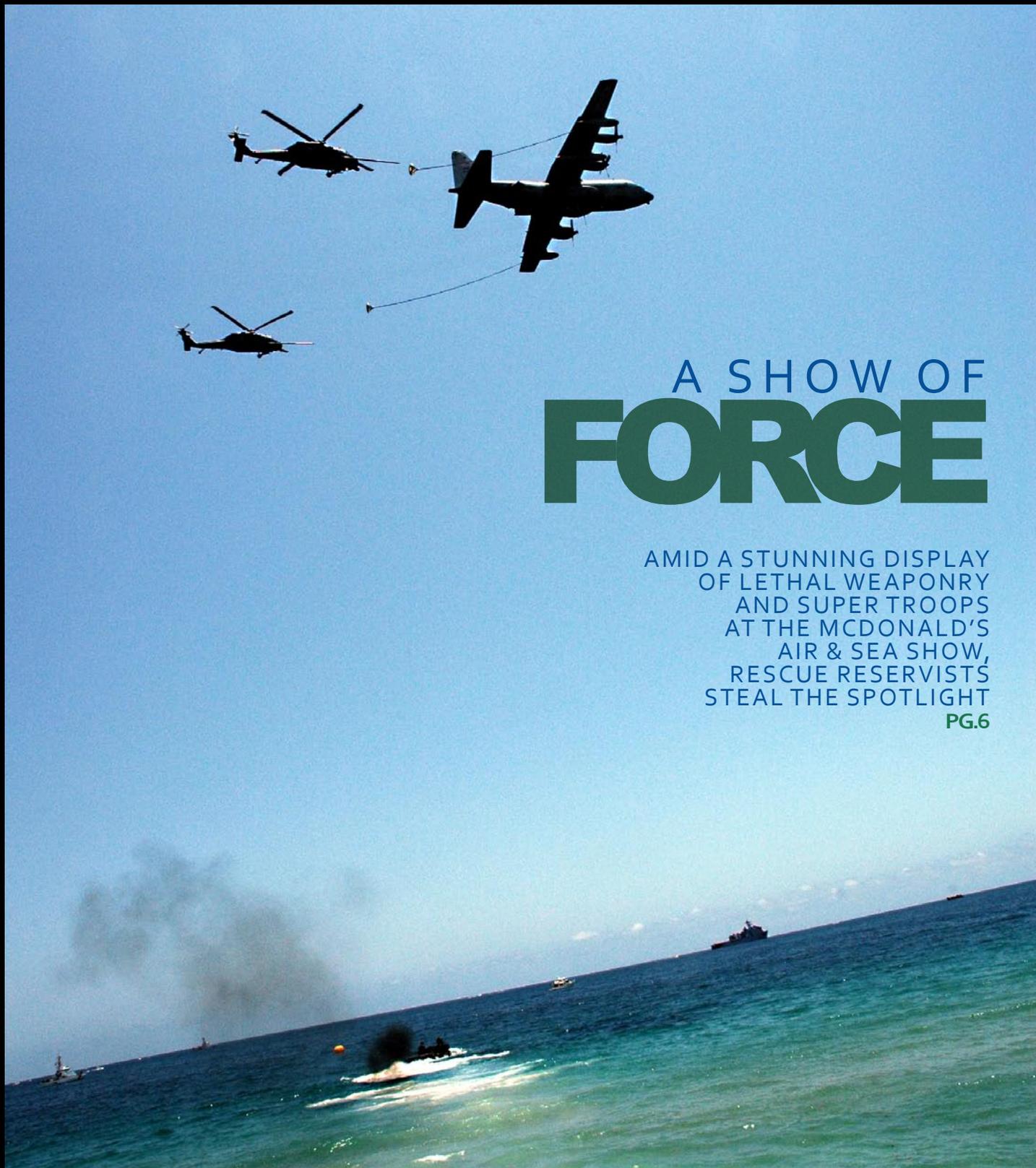


ANGEL'S WINGS

vol. 5 no. 6

920th Rescue Wing / Patrick Air Force Base, Fla.

May / June 2007



A SHOW OF **FORCE**

AMID A STUNNING DISPLAY
OF LETHAL WEAPONRY
AND SUPER TROOPS
AT THE MCDONALD'S
AIR & SEA SHOW,
RESCUE RESERVISTS
STEAL THE SPOTLIGHT
PG.6

WWW.920RQW@PATRICK.AF.MIL

ANGEL'S WINGS

VOL. 5/NO. 5 MAY/JUNE 2007

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THE INSIDE SCOOP

news & features



SHOWTIME! pp.6-8

Reservists from the 920th Rescue Wing turned in a memorable performance in front of four million onlookers at the fifth annual McDonald's Air & Sea Show at Fort Lauderdale May 5-6.



THE WAITING IS OVER pg.4

After months in Afghanistan and a week of delays, a group of 920th pararescuemen, combat rescue officers and HH-60G Pave Hawk aircrew and maintainers finally arrive home.



A HISTORY OF DEDICATION pg.10

The 920th Rescue Wing has a long and storied history, though no one would know without the hard work and dedication of Tech. Sgt. Cathi Bradford.

points of interest

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time management

UTA SCHEDULE

July 7-8
August 4-5
September 8-9
October
November
December
January
February

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

Mon/Sat 6 a.m. - 10 p.m.
Sun 8 a.m. - 10 p.m.



1ST LT. JOHN BOBELAK

Commander, 920th Logistics Readiness Squadron

Preparation key to operational success

ARE YOU READY? The 920th is a dynamic and heavily-tasked operational unit. Our mission is unique and demanding in that we can be called at any time to move swiftly down-range, off shore or to war. We work this way because ours is a sacred charge: to aid those in dire need, whether they be our comrades in arms or the citizens we swore to protect.

With such a critical responsibility before us, readiness is paramount to our success. As a result, our training tempo is as exhaustive and comprehensive. In our zeal to be operationally ready, it is sometimes difficult—bordering on impossible—to meet all readiness requirements. Dog tags, shot records, self-aid/buddy-care training, powers of attorney for spouses and relatives ... it can be overwhelming.

So, how do we keep current on all our requirements with an ever-increasing operations tempo? Two

ways: talk to your elders, and pay a visit to your unit deployment manager (UDM).

Our seasoned rescue warriors know how to stay ready, so ask for advice. They know the difficult task of balancing work, training and preparation. We should think about individual readiness every day we put on the uniform.

For me, the best plan has been to make my UDM my best friend. UDMs are readiness experts whose job is to give us information and help us prepare. They'll keep us up to date on those shot records and dog tags. To top it off, meeting with your UDM isn't just good advice, it's the law. According to AFI 10-403, we're required to meet with our UDMs at least once per year to get a good snapshot of where we stand.

Individual readiness affects unit readiness. If you're a cargo courier, part of a pallet build-up team or tasked to fill a deployment position requirement, get ready. Will

your family be taken care of if you deploy tomorrow? Who will pay the bills, fix the car or mow the lawn when you're gone? These are just some of the questions seasoned veterans ask themselves on a regular basis. Here are some keys to success:

- See your UDM and training manager at least once per year
- Ensure your annual medical requirements are current
- Take time to discuss deployment readiness with your family

Individual readiness is an individual responsibility that can affect an entire unit. We can help each other by keeping a positive attitude, being proactive and being persistent in identifying readiness requirements and making sure we're prepared for anything at all times.

Just remember the ones who are counting on you ... your unit, your families, your Air Force and your country.

So ... are you ready?



Heroes welcomed

A group of Air Force reservists from the 920th Rescue Wing finally arrived home May 11 via C-17 Globemaster III after months away from home serving in Afghanistan.

Family and friends greeted the returning Airmen with enthusiastic cheers, broad smiles and warm hugs.

The troops, whose trip home was delayed a few days due to mechanical problems with their aircraft, were deployed for various lengths of time—up to four months for some.

The group of returning servicemembers consisted of pararescuemen, combat-rescue officers, HH-60G Pave Hawk aircrew members and maintainers, as well as various other support personnel, all of whom provided critical support to the combat search and rescue mission and the Global War on Terror.



photos/Capt. Cathleen Snow

Reserve pararescueman responds to rush-hour wreck

By Master Sgt. Raymond Padgett
920TH RESCUE WING PUBLIC AFFAIRS

As an Air Force pararescueman, Master Sgt. Robert Smith is used to coming to work to save lives. However, on April 11, he didn't even get the chance to finish his morning commute before his medical skills were put to the test.

Sergeant Smith, a member of the 920th Rescue Wing at Patrick Air Force Base, Fla., left his house a few minutes early to get a jump on traffic and have more time to get a run in before reporting to work.

At approximately 6:10 a.m., he was approaching the intersection of US-1 and Hibiscus Road in Melbourne when he saw the flashing lights of a Melbourne police cruiser.

As he came closer, he saw that two vehicles had collided and that one of them—a four door sedan—had rolled and come to rest on its roof.

"As I passed by the scene, I asked the officer if a medic was needed," Sergeant Smith said. "He responded by waiving me over in a hurried fashion."

After parking his vehicle and grabbing a medical kit he keeps in his truck, Sergeant Smith assessed the scene.

"The driver of the car that was upside down was a female about 55 years old," he said. "After turning off the vehicle's engine, I determined she was alert, oriented and stable—but in some pain."

At the same time, a doctor who had just finished a shift at Holmes Regional Medical Center arrived and assisted Sergeant Smith with the accident victim.

The doctor decided it would be best to free the woman from her seat belt so she could lay flat, which would relieve the pressure from her head and neck. Sergeant Smith agreed, then noticed the doctor wasn't exactly dressed for a rescue.

"Since he was wearing scrubs, I suggested he could go through the back, where there was considerably less glass, and provide c-spine stabilization, while I go through the driver-side window and cut the seatbelt holding her in place," Sergeant Smith said.

Once the shoulder and lap belts were cut, Sergeant Smith was able to gently lower the woman from her seat to a prone position while the doctor held c-spine stabilization. Once she was laying flat, the woman said she felt much better and that the pain she felt earlier was gone.

"At this point, Melbourne Fire Rescue arrived on scene and took over," Sergeant Smith said. "I left and proceeded to work and have been picking glass shards out of my



MASTER SGT. ROBERT SMITH

knees, hands and back ever since."

"Pararescuemen are always ready to help," said Capt. Joseph Dougherty, combat rescue officer in charge of current operations for the 308th Rescue Squadron here.

"Our Survival, Evasion, Resistance and Escape (SERE) superintendent had several similar episodes as this.

"It is always beneficial to have citizens nearby who not only have the good intent to help, but with the determination, training and capability our pararescuemen possess."



SHOWTIME!!

Rescue reservists reign over Fort Lauderdale

By Capt. Cathleen Snow

920TH RESCUE WING PUBLIC AFFAIRS

Beachcombers and aviation enthusiast alike amassed on Fort Lauderdale's surf and sand by the millions for the 13th annual

McDonald's Air & Sea Show May 5-6.

While the torrid heat baked sunbathers on the beach, the sky above seared with military hardware. According to observers, things really heated up when 920th Rescue Wing Airmen took center stage midway through the

day to show off their combat-search and-rescue (CSAR) goods.

"The CSAR demonstration these Airmen performed was awesome," said Ms. Eileen Gonzalez of Fort Lauderdale. "I've never seen anything like it before."



photo/Tech. Sgt. Paul Dean



photo/Capt. Cathleen Snow

She said the performance gave her confidence in the U.S. military.

"I didn't realize how much training went into all of this," she said.

During the CSAR demonstration, two HH-60G Pave Hawk helicopters weaved back and forth along a three-mile stretch of airspace over the beach, while an A-10 Warthog provided them a combat escort.

Once the Pave Hawks finished maneuvering, they performed a hover, after which pararescueman began plunging into the sapphire sea below

to demonstrate various personnel-recovery techniques.

"It was the most awe-inspiring part of the whole show," said Ms. Jennifer Leeser of Fort Lauderdale. "It shows the amazing ability and risk these men take to save others. They're wonderful people."

Pararescuemen, or "PJs" for short, train on land, in the air and at sea to rescue downed pilots from war zones, which is their primary mission.

However, during the show, the PJs demonstrated another important

aspect of their personnel recovery mission: rescuing astronauts.

If an emergency occurs during a manned space-flight launch, PJs are the ones waiting in the wings to help. Astronauts and fighter pilots alike continually express deep appreciation for the PJs, men sometimes referred to as "angels of mercy."

"If I'm ever 'in it,' these are the guys I want to get me out," said Capt. Dave "Chappie" Balmer, an F-22A Raptor pilot from the 1st Fighter Wing at Langley Air Force Base, Va. (cont. next page→)



photos/Tech. Sgt. Paul Dean

AIR POWER (CLOCKWISE FROM TOP) FOUR MILLION PEOPLE CROWDED FORT LAUDERDALE'S BEACH TO WATCH THE AIR & SEA SHOW, WHILE OTHERS TOOK TO THE SEAS FOR A CLOSER LOOK AT THE PERFORMERS; A P-51 MUSTANG, AN F-22A RAPTOR AND AN F-15 EAGLE TEAM UP FOR A HERITAGE FLIGHT; THE U.S. ARMY GOLDEN KNIGHTS PARACHUTE TEAM ALSO DROPPED IN.

The CSAR wrapped up when an HC-130P/N, the 920th's long range refueler made a royal entrance. The aircraft flew majestically in refueling formation with a tandem of Pave Hawks connected to the airplane via long, straw-like fuel lines.

The crowd below showed their enthusiasm with cheers so loud they could be heard by the crews in the aircraft above. The pilots egged on the beach brouhaha and took well-deserved aerial bows (a tip of the wings) to mark their exit.

Mickey Markoff, executive producer of the air show, gave thanks to the men and women in the U.S. mili-

tary, who he referred to as, "...people below the radar screen, people who are doing the right things for the right reasons."

Although the day's performances showed off some of the military's most advanced weapon systems, Mr. Markoff directed his respect to the people manning those machines.

"It's not about the equipment, it's about the men and women who keep the nation free," he said.

Thomas F. Hall, the Assistant Secretary of Defense for Reserve Affairs, echoed Mr. Markoff's sentiment.

"This is America's War, not the military's war," said Mr. Hall. "We will

prevail and we will win with the great men and women serving today."

F-16 fighter jets from Air Force Reserve Command's 482nd Fighter Wing at Homestead Air Reserve Station, Fla., launched each day's festivities. Other performances included the Air Force Thunderbirds F-16 aerial demonstration team and the U.S. Army's Golden Knights parachute team. Featured aircraft performers included the F-22A Raptor, B-2 Spirit, A-10 Thunderbolt II, B-1B Lancer and the F-15 Eagle.

The Thunderbirds represented the 513,000 Airmen serving in the U.S. Air Force both at home and overseas.

Tragedy strikes rescue crew chief

A young member of the pararescue family died as a result of a head-on collision while driving home from school April 17.

Senior Airman Ehren Sherow, 26, a helicopter crew chief assigned to the 943d Rescue Group at Davis-Monthan Air Force Base, Ariz., was involved in what was reported by authorities as a "high-speed altercation" with another vehicle while attempting to merge on a stretch of road where two lanes become one.

The cars sideswiped each other, causing Ehren to veer first off the road, then into oncoming traffic where he struck a vehicle head-on. The collision sent his vehicle rolling off the road, where it burst into flames.

Rescue workers needed nearly two hours to free Ehren from his vehicle. He was then rushed to a local hospital, where he was placed into a medically-induced coma. He suffered 3rd degree burns on 55 percent of his body.

Later that night, he was transported via medivac flight to the Maricopa Medical Center in Phoenix, which features one of America's premier burn-care centers.

In spite of countless hopes and prayers for Ehren's recovery, he began to succumb to his injuries, and his family made the impossibly difficult decision to remove him from life support.

Ehren was a full-time student in his senior year, just weeks from receiving his bachelor of science degree in aeronautics from Embry Riddle University in Tucson, Ariz. He had dreams of becoming either a helicopter pilot or maintenance officer for the 943rd Rescue Group.

On May 1, Ehren was posthumously awarded his bachelor of science degree by the dean of Embry Riddle University.

Ehren is survived by his wife Sandra.



Chaplain services offered

CATHOLIC MASS

Sat 5 p.m., South Patrick Chapel
 Sun 8:30 a.m., South Patrick Chapel
 11:30 a.m., Seaside Chapel
 Mon-Fri 11:30 a.m., Seaside Chapel

PROTESTANT WORSHIP SERVICES

Sun 8:30 a.m., Seaside Chapel
 11 a.m., South Patrick Chapel
 11:30 a.m., Seaside Chapel

SACRAMENT OF RECONCILIATION

Sat 4 - 4:30 p.m., South Patrick Chapel
 (or upon request)

Presenting a visible reminder of the Holy

Contact: (321) 494-4073 § DSN 854-4073

Moments in history

On July 4, 1973, the 301st Aerospace Rescue and Recovery Squadron, Homestead Air Force Base, Fla., broke the world altitude record for twin-engine amphibians.

At 1233 local time, an HU-16 Albatross climbed to the lofty height of 30,700 feet, breaking the previous record, which had endured for 37 years.

Lt. Col. Charles H. Manning, the aircraft's commander, said the flight wasn't exactly first class.

"It wasn't very comfortable," said Colonel Manning. "The outside temperature was 25 below zero.

Colonel Manning added that, during the chilly flight, the frigid conditions actually caused the dial on the flight engineer's watch to pop off.



Tech. Sgt. Cathi Bradford not only teaches history to middle school students at Merritt Island Christian School, she captures it as the 920th Rescue Wing historian.

She joined the 301st Rescue Group in October 1992 when the unit was stationed at Homestead Air Reserve Base, Fla. Twelve years later, she was hired as the wing historian here.

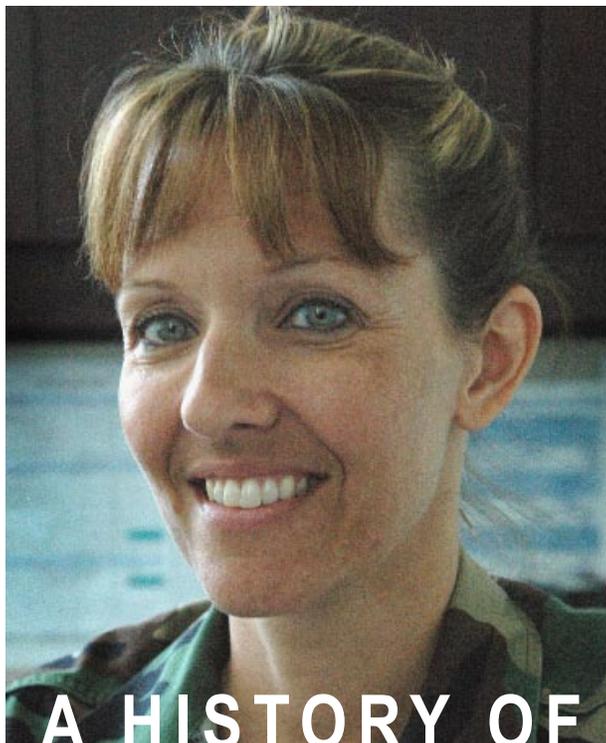
Her first task as wing historian was to document the April 2003 transition of the 920th Rescue Group to a wing.

Since then, Sergeant Bradford has documented the unit's deployments to Iraq, Africa and Afghanistan, along with the unit's response to Hurricanes Rita and Katrina, where the wing rescued more than 1,045 people from rising floodwaters.

"The main reason for having an effective wing history program is for current commanders to be able to learn from the past and see what other commanders have done in similar situations," said Col. Philip Manning, 920th vice commander.

"It also motivates current and future wing members because, by seeing truly great and important deeds accomplished by other men and women like them, it can inspire them to be part of our team and meet those same lofty goals."

According to the wing historian's bible, also known



A HISTORY OF dedication

*Collecting the present
while working on the past*

BY MASTER SGT. RAYMOND PADGETT
920th Rescue Wing Public Affairs

as Air Force Instruction 84-101, the job of historian is to collect and interpret primary documents and maintain a collection of historical

documents. but sorting out what will be historically important.

"I'm continuously collecting the present while working on the past," said

are other writers' discussions, interpretations or analyses of primary material, such as newspaper articles.

Historians use primary sources to establish historical facts and secondary sources for background information.

Though the high-profile missions of the 920th may seem most appealing about the job, Sergeant Bradford still likes the big picture.

"I enjoy being able to work with every aspect of the wing and all of its geographically-separated units," she said.

The fruits of her labor are sent first to the Air Force Reserve Command historian, then to the Air Force Historical Research Agency at Maxwell AFB, Ala.

"She documents the mission results of saving lives through combat search and rescue and casualty evacuation in a clear and complete format that is easily understood," said Col. Manning.

"It is extremely important for history to be

**"It is *extremely* important for history to be recorded accurately, to paint the *proper picture* for those who follow in the years ahead ...
... Sergeant Bradford does this *exquisitely*."**

COL. PHILIP MANNING
Vice Commander, 920th Rescue Wing

documents.

Sergeant Bradford, a college history major, explained this doesn't mean saving every document and photograph from the wing,

Sergeant Bradford.

Primary sources are original documents or first records of facts or events, such as after-action and trip reports. Secondary sources

recorded accurately to paint the proper picture for those who follow in the years ahead," he said.

"Sergeant Bradford does this exquisitely."

Maintenance group announces 'Save of the Month' awardees

BY 2ND LT. JAIME PINTO

920th Rescue Wing Public Affairs

The 920th Maintenance Group continues to recognize its outstanding Reserve Airmen.

Congratulations to Tech. Sgt. Matthew Aguirre and Master Sgt. Brian Ball, Save-of-the-Month Award winners for January and February, respectively.

Sergeant Aguirre, an aircraft mechanic, showed initiative when he input a consolidated toolkit (CTK) into the tool accountability system (TAS) prior to a deployment to Davis-Monthan Air Force Base, Ariz.

A CTK contains both tools and test equipment. Each CTK must be input into the TAS, which monitors individual tools worldwide. Each tool has a unique alphanumeric identifier that allows maintainers to track its whereabouts, according to Sergeant Aguirre.

The CTK was needed on short notice at Davis-Monthan, where 10th Air Force inspectors were waiting to account for the equipment. Working expeditiously, Sergeant Aguirre not only input the toolkit into the system, he also set up a basic database for future inputs.

"TAS is important because it tracks each individual tool and can help recover missing tools," said Sergeant Aguirre.

Sergeant Ball, a propulsion quality assurance inspector, received his award for his commitment to excellence and mission dedication.

Short-staffed due to Aerospace Expeditionary Force rotations and unit vacancies, Sergeant Ball eagerly volunteered to assist propulsion flight with their isochronical (ISO) inspections.

An ISO inspection is a comprehensive, meticulous, two-month-long process during which maintainers scrutinize every inch of an aircraft. Each Air Force aircraft must have an ISO inspection once per year. Those not inspected on time will be grounded.

Sergeant Ball's volunteer service helped propulsion flight take care of their aircraft—both on the runway and those in need of required ISO inspections.

Master Sgt.
**BRIAN
BALL**



Helped an undermanned propulsion flight complete their isochronal inspections

Tech. Sgt.
**MATTHEW
AGUIRRE**



Created a database to expedite tool inputs and helped maintenance deploy on schedule

PROMOTIONS

senior master sergeant

BRUCE LININGER
SCOTT PITTMAN

master sergeant

MANUEL BECK
MARIA BERRIOS
STEPHEN KIGHTLINGER

technical sergeant

JOANN ELSBERRY
ANDREAS HEINSSSEN
DAMON SINDALL

staff sergeant

ROY HEINEMAN
STEPHANIE MONROE
JARED LEFEVRE

senior airman

STEWART CLIFTON
DIMAS GARCIA
ADAM KOWALESKI
CARL WALKER

airman first class

LINDSAY BLY

RETIREMENTS

TSGT JOHN HARMON

NEWCOMERS

MAJ JASON PORTER
2LT KELLY MURPHY
MSG JOSE RODRIGUES
MSG KENNETH SURREY
TSGT NATHAN AHOLA
TSGT JACQUELINE JACKSON
TSGT ANTHONY KNAUS
SSGT GRACE ARLINGTON
SSGT PAUL FLIPSE
SSGT JOY PYLES
SSGT TIANA WILLIAMSON
SRA GARY BORLEE
SRA FARRAH BROOKS
SRA CHRISTINE KLINE
SRA JULIA RIVERA-RIVAS
SRA JACOB SENIOR
SRA VERONICA SIMPSON
SRA KAREN STRISHOCK
SRA ERIAN TALBOT
SRA BATHSEBA THOMAS
SRA JEFFREY TIFT
A1C JESSICA PANICO
A1C DAVID TEEMS



photo/Ruby Zarzyczny

Portland rescue squadron named best in command

ROBINS AIR FORCE BASE, Ga. -- The 304th Rescue Squadron, Portland International Airport, Ore., won the 2006 Albert P. Loening Trophy.

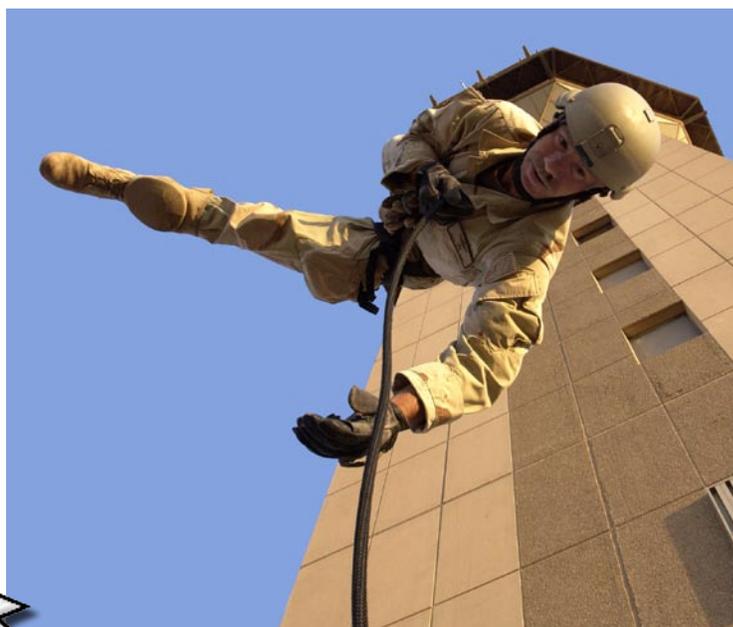
The award recognizes the top combat rescue or special operations unit in the Air Force Reserve Command.

"The outstanding achievements of the 304th Rescue Squadron, in both combat and humanitarian roles, demonstrate their teamwork and dedication," wrote Maj. Gen. Allan R. Poulin, AFRC vice commander.

He said the work of the squadron "exemplifies the spirit of the award and the ceaseless efforts to make a difference in the rescue mission for both the military and their community." (Air Force Reserve Command News Service)



photo/Ruby Zarzyczny



photo/Master Sgt. James M. Bowman

Check us out on the Web...

For more information on the 920th Rescue Wing, Patrick Air Force Base and the Air Force Reserve, as well as tons of useful stuff for servicemembers, visit us online at: WWW.920RQW@PATRICK.AF.MIL

