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386th Air Expeditionary Wing

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Purple Heart awarded to truck commander

Staff Sgt. Ryan Hansen
386th AEW/PA

CAMP ARIFJAN, Kuwait – With cargo tied down and ready to be moved into Iraq, Airmen of the 70th Medium Truck Detachment took a moment from their mission to line up in formation Aug. 2, to honor one of their own.

They gathered up to see Staff Sgt. Michael Stewart, a truck commander with the 70th MTD, presented a Purple Heart for his actions during an improvised explosive device attack July 21.

On this particular night Sergeant Stewart and his wheel man, Airman 1st Class Joshua Collins, were on the job cruising down the highway in the lead truck on a convoy mission about five miles north of Balad Air Base, Iraq.

This night was starting out the way most ‘normal’ nights do in the AOR for members of the 70th MTD. They, along with the 424th MTD, belong to the 586th Expeditionary Mission Support Group. These two Air Force detachments conduct medium truck convoys for the Army on a daily basis, transporting equipment into Iraq.

However, as the two transporters led the convoy north towards Mosul, Sergeant Stewart spotted a possible IED in the center of the road. It was at that moment the night became anything but ‘normal’ for members of the 70th MTD, when in the blink of an eye an IED exploded.

“I was just reaching over to



Air Force/Staff Sgt. Ryan Hansen

Staff Sgt. Michael Stewart, 70th Medium Truck Detachment, salutes Col. Paul Curlett, 386th Air Expeditionary Wing commander, after being presented with a Purple Heart Aug. 2.

(call it in) when it hit,” Sergeant Stewart said. “My initial thought was that we were going to be able to make it past it without it going off and we’d be able to get the rest of the convoy stopped, but everything happened so quickly.”

As the smoke cleared from the blast Sergeant Stewart quickly gathered his thoughts. He yelled at Airman Collins, who is known as “Cowboy” to his friends, to see if he was injured.

“Cowboy just kept saying, ouch, ouch, ouch.”

Sergeant Stewart, not realizing he was hurt as well, moved over to check on Airman Collins and was met by the convoy commander, Technical Sergeant Esteban Ochoa and Airman First Class Clyde Rankins. Airman Collins had taken quite a hit and the team had to work quickly to stabilize him by performing combat life support.

“Everyone did their job,” Sergeant Ochoa said. “I’ve

never been more proud in my Air Force career than how everyone reacted that night.”

With Airman Collins being transported from the scene by helicopter to the Air Force Theater Hospital at Balad, the 70th MTD worked to get their convoy out of harm’s way. They quickly got the situation under control and then moved towards Balad as well. There they could find out how their comrade was doing, get Sergeant Stewart checked out and make the necessary repairs to get the convoy back on the road.

Luckily for Sergeant Stewart, his injuries were not as bad as his friend’s, Airman Collins.

“The IED came right through and clipped my ear,” he said. “But I told them I didn’t need any more holes in my head, so they just put some strips on there and sent me away.”

Now, just a few short weeks after the incident with the battle damaged truck sitting on a

flatbed trailer over his left shoulder, Col. Paul Curlett talked to the Airmen in formation about the history of the decoration and how proud he was to present the medal to Sergeant Stewart.

“We’re here today to honor Sergeant Stewart for his bravery,” said the 386th Air Expeditionary Wing commander. “Just take a look at this truck. This is what you all face on a daily basis and you truly deserve our thanks and praise.”

After Colonel Curlett presented Sergeant Stewart with the Purple Heart, all of his comrades from the 70th and 424th MTD lined up to give him a hug and shake his hand.

“This is what these guys face everyday on the road,” said 1st Lt. Joe Barber, 70th MTD commander. “They never know what they’ll encounter. It’s a dangerous business.”

“Sergeant Stewart is the epitome of an Air Force staff sergeant and he really represents what these transporters are all about,” said Chief Master Sergeant Tony Killion, 70th MTD chief. “They love doing this and can’t wait to get back out there.”

Looking back at the event, Sergeant Stewart said he was thankful for the training they were given and proud of all the Airmen in his detachment.

“I really have to thank Airman Rankins for reacting as quickly as he did,” he said. “I was too shook up to get the IV in and he really came in and took control. But we have a really tight team here and I love working with all of them.”

Your Vote Counts!

Capt. Rick Alford

386th AEW staff judge advocate

Voting is one of the most important things a member of a democratic republic can do. The United States has a long history of voting starting on Sep. 17, 1887, when the U.S. Constitution was adopted and the founding fathers set in place the process we now use to elect the presidents and vice presidents of our country.

The first presidential election was held in 1789 where the Electoral College unanimously elected George Washington as President. During the 1820s and 1830s a number of states joined the union, each with its own constitution and most with limitations that prevented women and men of any race other than white from voting.

Women such as Lucretia Mott and Elizabeth Stanton began forming groups that argued for women's rights in 1840. These groups took root and began to grow. In 1848, the Women's Rights Convention was held in Seneca Falls, N.Y. where the attendees agreed that women should have opportunities to go to college, become doctors and lawyers, own land, and vote.

As immigrants continued to flood to America, a new political group called the Know-Nothings was formed in 1850. This group, at its heart was anti-immigrant. In an effort to prevent immigrants from voting, this group pushed for literacy tests because at the time most immigrants and African Americans were illiterate.

Congress passed its next big piece of legislation in 1866 known as the 14th Amendment in an attempt to protect US male residents who were at least 21 years of age from voting obstacles. Susan B. Anthony, who was already in the public eye by this time, also founded the American Equal Rights Association in 1866 with Cady Stanton.

In 1869 Congress passed the 15th

Amendment granting the right to vote to all men regardless of race, color, or previous servitude. However, while advancing the right to vote for minorities, this amendment specifically prohibited women from voting. In 1872 Elizabeth Cady Stanton attempted to vote in direct violation of the 15th Amendment and was arrested.

A few years later in 1878 a constitutional amendment, later known as the 19th Amendment, was introduced to Congress to grant women the right to vote. It passed in 1920 some 42 years later. The 24th Amendment was passed in 1964 preventing the use of poll taxes to keep minorities from voting. In 1965, the Voting Rights Act was signed by Lyndon B. Johnson, which prohibited the use of literacy tests and complicated ballot boxes. Finally in 1971, the

26th Amendment was signed lowering the minimum voting age from 21 to 18.

Now you may be asking yourself why I took the time to let you in on a little history behind your right to vote. The answer is quite simple.

Your right to vote was procured through a long and sorted history of war, civil war and civil atrocities. Men and women of every race, nationality and ethnic origin stood on the firm belief that every person has a right to have their voice heard. As a citizen of the US, you not only have a right to vote, you have a responsibility to vote, to have your opinions heard, and to set this country on its next course. Your voice will only be heard if you vote!

We hear, almost on a daily basis, people complaining about where the country is headed, that they disagree with current administration policy, or that Congress is unable to pass meaningful legislation. However, a majority of US citizens fail to vote and in my opinion lose their right to complain. If you don't cast a ballot, your voice will not be heard. Get out and vote. It's your responsibility. It's your right!



**386th Air Expeditionary Wing
Editorial Staff**

Col. Paul A. Curlett

*386th Air Expeditionary Wing
Commander*

Maj. Tom Crosson

*386th Air Expeditionary Wing
Public Affairs Chief*

Staff Sgt. Ryan Hansen

*386th Air Expeditionary Wing
Rock Slate Editor*

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Coalition forces train for VBIED scenarios

Staff Sgt. Ryan Hansen
386th AEW/PA

The 386th Expeditionary Security Forces Squadron hosted a coalition partner vehicle borne improvised explosive device training exercise here July 31.

Participating in the training exercise were security forces members from the Japan Air Self Defense Force and Republic of Korea Air Force.

The purpose of the event was to train and rehearse the coalition partners here in the basic skills of responding to a VBIED in case of such an attack and to help the 386th ESFS develop standard operating procedures such as staging points, communication issues and safety.

"Our strength is in our teamwork," said Lt. Col. Dave Marttala, 386th Expeditionary Security Forces Squadron commander. "We can't properly execute our security measures here without the support of our coalition partners and the host nation. So this training, as well as our future exercises, will help maximize our combat power in the event of an actual security incident."

Sixteen members of the JASDF and eight members of the ROKAF took part in the exercise. After some hands-on training by the 386th ESFS, the coalition partners were taken through a typical VBIED scenario.

"The coalition forces training exercise went great," said Master Sgt. Michael Jensen, NCOIC of training for the 386th ESFS. "We had fun and it gave the coalition security forces all a chance to get out and work together in a training environment."

Each unit agreed that the training was worthwhile for their troops.

"Today was a great opportunity for us," said 1st Lt. Satoshi Watanabe, JASDF's Iraq Reconstruction Support Airlift Wing's security forces commander. "We focused on how to control the situation and how to cooperate with the (U.S. Air Force) and (Korean Air Force)."

"This was a great opportunity to learn a lot of things from our coalition partners here," said Maj. Hyun Soo Kim, ROKAF's 58th Air Lift Wing security



Air Force/Staff Sgt. Ryan Hansen

Security forces members from the Republic of Korea Air Force's 58th Airlift Wing listen to Master Sgt. Michael Jensen, NCOIC of training for the 386th Expeditionary Security Forces Squadron, during a coalition partner vehicle borne improvised explosive device training scenario here July 31.

forces commander. "In our country we do not have this type of training, so this is very valuable to us."

The VBIED exercise was the second training opportunity hosted by the 386th ESFS for the coalition forces here. The first was a classroom event where they were given a training session on searching and handcuffing.

"First we have to learn to crawl together," Colonel Marttala said. "After that we can begin to walk and ultimately run together."

Eventually the 386th ESFS and coalition partners will run themselves through a no-notice exercise to test the SOPs that were developed during this exercise and to evaluate their training procedures.

"I personally enjoyed working with both the ROKAF and JASDF and look forward to the next time," Sergeant Jensen said. "Teamwork is the foundation for making the unified coalition forces stronger and better equipped to meet whatever challenges that we face together."



A security forces member from the Japan Air Self Defense Force's Iraq Reconstruction Support Airlift Wing goes through a training exercise.

Last second divert saves Soldier's life

Maj. Tom Crosson
386th AEW/PA

'Flexibility is the key to Airpower,' is a cliché that is often batted around the Air Force. It's a testament to the ever changing nature of our complex and timely missions.

That cliché has significant meaning to one Soldier whose life was saved thanks to one C-130 crew's ability to make a literal last-second change in their flight plan.

Aircraft commander, Maj. Jon Watson of the 737th Expeditionary Airlift Squadron, and his crew were finishing up the last leg of their mission, a quick-turn flight that was scheduled to bring 35 passengers and their cargo back from Balad Air Base, Iraq.

With the passengers already on-board and the cargo being strapped down in the cargo compartment, the crew received word from base operations that they were being "re-fraged," or redirected to fly to Al Sahra Airfield, near Tikrit, Iraq, to pick up four wounded soldiers, one with life threatening abdominal wounds.

"We were three minutes away from being airborne. We already had our clearance," Maj. Watson said.

With their new objective in-hand, the crew scrambled to reconfigure the aircraft to load patients and medical support personnel. Within 10 minutes, they removed the luggage pallet and set-up the necessary equipment to hold the gurneys that two of the patients required. Once some additional medical crew were loaded, the crew embarked on their short flight to Al

Long distance proposal



Air Force/Staff Sgt. Jonathan Pomeroy

Col. Paul Curlett, 386th Air Expeditionary Wing commander, helps Tech Sgt. Michael Luetkeman of the 52nd Logistics Readiness Squadron at Spangdahlem Air Base, Germany, propose to Tech. Sgt. Maria Adams, 386th Expeditionary Logistics Readiness Squadron, during the August promotion ceremony here Aug. 1. Sergeant Luetkeman telephoned Sergeant Adams during the ceremony as the commander took a knee for him.

Sahra to pick up the wounded soldiers.

Once at Al Sahra, it took under 30 minutes to upload the patients and additional medial personnel for flight back to an undisclosed airbase where the patients received additional medical care before their follow-on flight to Landstuhl Army Regional Medical Center, Germany.

Despite the varying experience levels on the crew, a last-minute re-frag like this one comes only once in a blue moon. But none-the-less, the crew had the knowledge and motivation to make it happen.

"My last re-frag like this one was in April, 2003. Right after the ground war in Iraq started," said Maj. Watson. "We thought it was going to be an uneventful

night."

"They told us about this at the school house. They told us that (a patient's) life depends on how long it takes us to do our job," said Airman Patrick Schultz, about his tenth mission of his first deployment. "It is nice to do something that I've been trained to do."

According to Maj. Watson, the bottom line in attributing to the success of this mission and the effort to save the lives of the wounded soldiers, was the crew pulling together to get the job done.

"We put our heads together, we made decisions and we made it happen. It was a team effort," he said. "The crew was very busy the entire time."



386th Air Expeditionary Wing Commander's Call

Monday, Aug. 7 at 11 a.m. and 11 p.m.
at the Rock Auditorium

Base parking, driving guidance set

The possible introduction of an Improvised Explosive Device on base is a realistic threat. Delivery means of an IED is only limited to the terrorists' imagination. The most common types are the Suicide Borne IEDs and the Vehicle Borne IEDs.

While the 386th Expeditionary Security Forces Squadron is doing all it can in deterring the introduction of this threat to the base, it would be foolish to underestimate the ingenuity of the enemy.

The 386th Air Expeditionary Wing's guidance dictates that no vehicle will be parked within 25 meters of any building on the Rock.

In addition to Tent City roads and paths, routes highlighted in red on the map are designated as restricted access roads. They are designed for three purposes only

1. Emergency response vehicles
2. Service and maintenance vehicles
3. Personnel in transition to temporarily stop and load or unload passengers, bags and equipment.

Parking is only allowed in designated parking areas. Parking is prohibited in areas shaded gray on the attached map.

Suspicious vehicles should be treated as a potential VBIED and immediately reported to the 386th ESFS at 442-2511.



Updates made to wing's uniform guidelines

Wing leadership makes changes to local supplement

Following the release of an updated AFI 36-2903 and uniform changes Air Force wide, the 386th Air Expeditionary Wing commander recently updated the wing's uniform supplement as well.

The following changes and updates went into effect July 19 and can be found on the base's intranet site under publications.

- Sleeves are authorized to be rolled-up. Additionally,

DCU sleeves may be tucked under the sleeve one time, and no more than the width of the sleeve cuff. (Table 2.2)

- Ballistic eyewear and protective goggles. To help secure government approved ballistic eyewear and goggles while in uniform in a contingency environment, the wing commander has approved the wear of ballistic eyewear or goggles around the neck with a black, brown, or desert tan strap. On other service's installations, comply with order of dress for that service. (Table 2.6)

- Remove headgear on all flightline areas inside entry

control points 5, 6 and 7. Additionally, headgear is not required between building 800 and the first set of barriers. Remove all headgear to include authorized physical training uniform hats and watch caps in all facilities. (Notes 3)

- Saluting is not required in PT uniform. (Paragraph A.7.1)

- PT shirts will be worn tucked into the shorts or pants. The PT uniform shirt can be untucked when performing physical training. (Paragraph A7.2.1)

- Due to potentially hazardous conditions, wearing

sandals and open toe shoes around the installation is not authorized. The only approved areas to wear sandals are the base pool, volleyball court, personal living areas, to and from the latrine or shower facilities in tent city and in the shower facilities. Sandals and open toe shoes must be hand-carried to and from these approved areas. (Paragraph A7.4.1)

If you have any questions regarding the following changes, please contact Chief Master Sgt. Brooke McLean, 386th AEW command chief, at 442-8882.

Answering the, “when am I leaving,” question

Capt. Timothy Wright

386th ELRS

The question everyone has yet very few have the answer to is, “When am I leaving?”

Unfortunately, at this time specific dates are not set due to adjustments being made by CENTAF to the Time Phased Force Deployment Data. The adjustments include ensuring every person assigned here reflects the correct number of days overlap with their replacement. Additionally, CENTAF is changing the mode of travel for many Unit Line Numbers. The change impacts the mode/source of travel and the way personnel are booked.

While there is one mode of travel home - air, there are two sources of air travel: aggregate, “AK,” and rotator, “AC.” Many individuals who arrived via “AC” will depart “AK.” It is anticipated that approximately 90 to 95 percent of personnel departing from here in the next 45 to 60 days will depart via an “AK” mission. The major difference between “AK” and “AC” is the booking process.

“AC” coded ULNs are booked by the 386th Expeditionary Logistics Readiness Squadron’s TMO through the unit travel representatives. “AK” coded ULNs are booked directly to a mission by TACC. Personnel coded “AK” are not authorized

on rotator flights.

As a result of the changes with the TPFDD, TACC has not completed the contracting process for aggregated missions. “AK” missions are usually visible 21 days prior to the redeployment window for each ULN. Once 386th ELRS Log Plans receives “AK” missions, notification will be sent to each UTR.

While changes are being made to the TPFDD and everyone waits for their mission to be assigned, the best way to answer the question of the day - “When am I leaving?” is to use one of the following formulas:

Active Duty: RDD + Est tour length + Line Remark Overlap = Est Departure

Resv/Guard: RDD + Est tour length + Line Remark Overlap - 1 Day = Est Departure

Of course, the estimated departure date may change due to the availability of airlift but at least your significant other, children, parents, friends, etc. will have an idea of when they can expect you home. If you don’t know your RDD or have other questions related to, “When am I leaving?” please contact your UTR. Don’t know your UTR, please see the attached list. If your unit is not listed, a UTR was not identified to the 386th ELRS. Please contact them at 452-2042 or 2037 to update the UTR contact listing.

Unit Travel Representatives

- 386th AEW - TSgt. Walpole
- 386th EOG/EOSS - SrA Glanzer
- 43rd EECS - MSgt. Jones
- 737th EAS - SSgt. Kibler
- 738th EAS - SrA Stordeur
- 386th EMXG - MSgt. Conrad & SSgt. Weber
- 386th EMSG - MSgt. Tucker & MSgt. C. Smith
- 386th ECES - SMSgt. Patterson & SSgt. Russell
- 386th ECS - Mr. Trevino & A1C Kreis
- 386th ESFS - SMSgt. Brush & MSgt. Ford
- 386th ESFS/FP - SSgt. Blackwell & SSgt. Martin
- 386th ESVS - SrA Haney & SrA Audi
- 386th ELRS - SSgt. Falcon
- 386th ECONS - TSgt. Vice & MSgt. McClain
- 386th EMDG- Lt. Col. Grantham, Maj. Behan & MSgt. Willis
- 5th EAMS - MSgt. Rose & MSgt. Byrd
- 586th EMSG & 886th ESFS - Capt. Hammond & MSgt. McElhinney
- 732nd EMSG - Maj Mosqueda, Capt. Taylor & MSgt. Steffani
- CDDOC Air Force - SSgt. Herrod
- CDDOC Navy - SKCS Gustafson & SKC Estes
- Det. 2402 - MSgt Robertson
- CENTCOM Army - 1SB Coleman

The Barriers Always Win ...



• Since the start of AEF 1/2 there have been 16 vehicle accidents involving barriers. This is 16 too many. These accidents have cost the 386th Air Expeditionary Wing more than \$10,000. If you’d like the opportunity to meet the wing commander on a personal level, take your chances hitting a barrier. However, this may not become the highlight of your deployment here.

• The 386th AEW safety office would like to remind all drivers on the Rock to be careful when driving around the base and to use your wingman when backing up. You do not want to be number 17.

... Be Alert When Driving

"Reunion on the Ground"

Air Force mom, son, meet up on Rock flightline

Staff Sgt. Ryan Hansen
386th AEW/PA

"It's like a dream come true," is how she described it.

When Master Sgt. Cynthia Holt deployed to the AOR thoughts of seeing her son here in the Persian Gulf never entered her mind.

But two weeks ago when an email popped into her inbox from her son that read – "Mom, my plane should be landing there around 1400 today ... not sure if you can come out to the flightline to see me, but if you can" – all bets were off.

"It was overwhelming," said the manpower office superintendent for the 586th Expeditionary Mission Support Group. "It was the first time I had seen him in uniform since basic training, so it was great."

Sergeant Holt's son is Senior Airman Mike Miller, a C-17 flying crew chief deployed with 816th Expeditionary Airlift Squadron in Southwest Asia. When he heard his mother would be deploying to the region he thought there may be a small chance he'd run into her.

"I travel all over the AOR," he said. "When I saw our schedule for that day and knew I'd be here, I sent her the email and hoped that she could come out."

"And when I saw her, it was really nice," he continued.

The two had about an hour to talk and catch up on old times. Except for a short, one



Air Force/Staff Sgt. Ryan Hansen

Senior Airman Mike Miller, a C-17 flying crew chief with the 816th Expeditionary Airlift Squadron, and his mother, Master Sgt. Cynthia Holt, manpower office superintendent for the 586th Expeditionary Mission Support Group, pose for a photo in the rear of the Globemaster III recently.

day visit earlier this year, they had not seen each other in more than a year.

"We're very lucky to be able to see each other like this," Airman Miller said.

"It was a real treat for me," Sergeant Holt said.

During the visit Airman Miller not only got to show his mother a little bit of his craft as a flying crew chief,

but he also put her to work.

"I got the pleasure of assisting and watching him carry out his mission," Sergeant Holt said. "We both wore headsets so we were able to communicate over the loud noise of the flightline while he worked."

The visit was the first time Sergeant Holt had seen her son performing his job.

"I'm very proud of him," she said. "He does a great job."

Airman Miller is a third generation Air Force member. He not only followed his mother into the service, but also his grandfather as Sergeant Holt's father was a member of the Air Force as well.

"I was shocked when he said he was going to join," Sergeant Holt said. "But it's been very good for him."

"I love my job," Airman Miller said. "I have been (a flying crew chief) for two years now and it's just great."

The deployed family reunion has turned out to be more than a one time affair too. The two were able to see each other for a second time just last week as Airman Miller's C-17 *Globemaster III* hit the Rock's flightline once again.

"Now I'm really spoiled," Sergeant Holt said. "Seeing him once was great, but seeing him twice has been really special."

The two plan on getting together once they both return to the States from their deployment, but nothing will be able to top seeing each other in a deployed environment.

"I can't put into words the pride I felt working there side by side with my child, knowing that we were serving our country together," Sergeant Holt said. "It is a feeling that I will never forget."

"It's been a great surprise," Airman Miller said.

Going Postal



(Above) Senior Airman Quincy Eans, a postal augmentee with the 386th Expeditionary Communications Squadron, helps a member of the Japan Air Self Defense Force mail a letter back home recently. (Left) Senior Airman William Ferguson, a postal augmentee with the 386th ECS, sorts mail at the Rock Post Office. So far in Fiscal Year 2006 the post office here has taken in more than 1.8 millions pounds of mail, shipped out more than 520,000 pounds of mail and handled more than 64,000 pieces of mail. The postal team is made up of five Airman, including two regular postal troops and three augmentees.

(Right) Airman 1st Class Tikeschia Simmons, puts a label on an outgoing package recently. Airman Simmons is one of three augmentees that help the base post office here perform their mission.



Easy Steps to Quick Post Office Service

Being familiar with the policy on non-mailable articles will make your visit to the base post office quick and easy. This policy can be found on the 386th Expeditionary Communications Squadron post office intranet site or at www.usps.com.

Also before mailing any item you must have a postal clerk inspect your item.

And remember to make sure your "to" and "from" addresses are complete -

- From: Your rank and full name on the upper left of the item to include squadron and work center, APO AE 09855

- To: Include the complete address on the center of item

There are only three ways to mail your packages from base.

- Priority Mail - If you use any priority supply item you will be charged priority rate. Approximate transit time is seven-to-10 days.

- Space available mail - Approximate transit time is two-to-six weeks.

- MPS - This is a free service for most APO and FPO addresses for packages up to 70 pounds. Approximate transit time is seven days-to-four weeks.

All items larger than 13 ounces must have one of two customs forms. Please read each block and fill in completely, providing detailed description of contents. Vague descriptions such as clothes, gifts, military gear or miscellaneous, will not be accepted.

- Green and white form is for stateside mail only.

- Large white form is for all non-U.S. locations to include APO and FPOs.

Pack and seal your item well to prevent damage. Items settle while in transit so use plenty of packing material.

For more information, please contact Tech. Sgt. Andrew Dapkins, postmaster for the 386th ECS, at 442-2040.

Air Force leaders sign memorial spire

Staff Sgt. Julie Weckerlein
Air Force News Service

WASHINGTON (AFPN) -- The Air Force's top two leaders signed a segment of the nearly completed Air Force memorial during a visit to the construction site in Arlington, Va., Aug. 3.

Chief of Staff of the Air Force General T. Michael Moseley and Chief Master Sgt. of the Air Force Rodney McKinley both inked their signatures with permanent marker on a portion of stainless steel that will soon be lifted on top of one of the three spires that will make up the memorial.

The two were given a personal tour of the area by retired Maj. Gen. Edward Grillo Jr., president of the Air Force Memorial Foundation. Both said they were impressed by what they'd seen.

"I think this is something



Air Force/Tech. Sgt. Cohen A. Young

Retired Major Gen. Edward F. Grillo, Jr., Air Force Memorial Foundation president, shows Chief of Staff of the Air Force Gen. T. Michael Moseley and Chief Master Sergeant of the Air Force Rodney J. McKinley around the site of the Air Force Memorial Aug 3.

that Airmen and the citizens of the United States can be proud of," said Chief McKinley. "It represents the very best of what we have to offer in the Air Force."

General Moseley said he appreciates all the hard work that's been put into the memorial.

"We're long overdue to have a memorial here in

Washington to the sacrifices Airmen have made since the beginning of powered flight," he said. "This is a tribute to those people who are out there this afternoon in harm's way."

The visit comes just weeks before the official opening of the memorial, which will also commemorate the service's 60th anniversary. Chief McKinley noted the various aspects of the memorial, such as the granite inscription walls, that incorporate the Air Force's history.

"It shows where we've come from, the past," he said. "At the same time, this represents where we go in the future."

Chief McKinley said putting his signature on the spire was an honor for him.

"I've spoken about it with my wife," he said, "and it's truly humbling and exciting to be putting my name alongside General Moseley on something like this."

Pacific Air Forces unveils first F-22 Raptor

MARIETTA, Ga. -- Pacific Air Forces' officials got a glimpse into the future of fighter capability during a tail flash unveiling ceremony here today in which PACAF's first F-22 Raptor was unveiled.

The aircraft, which is still under construction, will be the first of 36 F-22s assigned to Elmendorf Air Force Base, Alaska, beginning next year.

"I'm excited about getting this incredible new air dominance capability into the Pacific," said General Paul V. Hester, PACAF commander.

The Air Force's newly operational Raptors, stationed at Langley AFB, Va., are already leaving a powerful impression in the fighter community, officials said. In June, the F-22 was put to the test during Northern



Courtesy photo

The tail section of an F-22 Raptor being assigned to Pacific Air Forces is prepared for an unveiling ceremony Aug 3 at the Lockheed Plant in Marietta, Ga.

Edge 2006, a two-week joint service exercise held in Alaska. The F-22's capabilities were highlighted there during several air-to-air engagements that included facing an opposing force at a 4-to-1 disadvantage.

Maintenance for the Raptor also set benchmarks with mis-

sion completion by having an abort rate of less than 6.4 percent of all missions flown.

"Throughout the exercise we were able to see just how effective this jet can be integrating with multiple joint assets for a number of different missions," explained Lt. Col. Wade Tolliver, 27th Fighter Squadron commander, Langley AFB, Va., and an F-22 pilot.

Perhaps even more impressive is how the F-22 is able to help other aircraft increase their performance, officials said. During Northern Edge, the Raptor was paired with joint-service jets such as F/A-18 Hornets, F-15 Eagles, F-15E Strike Eagles, E/A-6B Prowlers and E-2C Hawkeyes.

"The Raptor's success here (Northern Edge) is something

that should be shared among all the services, because it means our entire force has capabilities that it didn't have just a short time ago," Col. Tolliver said.

While today's unveiling was a historical event, Gen. Hester agrees that the arrival of the F-22 in PACAF is beneficial not just for the command but for the entire Air Force.

"I'm looking forward to leveraging all three components of our Total Force: Active Duty, Air National Guard, and Air Force Reserve to squeeze every ounce of capability out of these great fighters. Our Total Force is critical in today's challenging environments...and I couldn't be more pleased that all three elements are going to be fully engaged in the Raptor business," he said.

386th Air Expeditionary Wing Rock Solid Warriors



**Senior Airman
Jason Martin**

386th Expeditionary Civil Engineer Squadron
Material Control and Self Help Technician

Home unit, base: 3rd Civil Engineer Squadron,
Elmendorf Air Force Base, Alaska

How do you support the mission here? I support the mission here by processing supply requisitions from civil engineer craftsmen. As a supply technician assigned to the 386th ECES, I order, receive and store materials and equipment necessary for the craftsmen to complete their jobs. Some of my other duties include managing the self help store, issuing and signing out tools for self help projects.

How many times have you deployed and what makes this one unique? I have been on a short Temporary Duty before, but this is my first deployment and my first time to the desert. This deployment is unique in a way because I try to make myself physically, mentally and spiritually active. Being active and getting involved in sports and base activities makes your stay here go by quicker. I really have enjoyed this deployment.

How does your job differ in a deployed environment versus home base? My job here is a little different from my home base, although both jobs pertain to supply. Back home, I work in a warehouse environment where I issue, inventory, store, and receive materials. In this desert environment, I usually do requisitions and coordinate often with base supply. Getting use to working 11 hours a day, six days a week is also a change from the usual eight hour, five day work week back home. Overall, I have learned a lot from this experience and thank God for this opportunity.



**1st Lt.
Tyler Wintermote**

737th Expeditionary Airlift Squadron
Navigator

Home unit, base: 41st Airlift Squadron, Pope Air Force Base, N.C.

How do you support the mission here? I support the mission by transporting people and cargo throughout the AOR. One of the best parts of my job is when we bring people back here for a flight back to the states whether it is for two weeks Rest and Recuperation or at the end of their long tours in Iraq.

How many times have you deployed and what makes this one unique? This is my first deployment. Overall I would say that the quality of life here is much better than I thought it would be. Considering where we are and what we are doing, we have things pretty good here.

How does your job differ in a deployed environment versus home base? The biggest difference is that here we are supporting the war effort every day we go fly. At home base most of what we do is training and here it is nice to put that training to use. The job is also different in the fact that here we fly air and land missions and back home we do a lot of airdrop missions.