

RED TAIL FLYER

332d Air Expeditionary Wing, Balad Air Base, Iraq

**Strategic
maintenance**

New iron
F-16s swap

**Drop
and give me
332,000**

contents

SEPT. 22, 2006



Photo by Senior Airman Kerry Solan-Johnson

Out with the old and in with the new as the F-16 Fighting Falcons of 332d Expeditionary Fighter Squadron were replaced last week by aircraft from Michigan; New York; Washington, D.C.; and South Dakota Air National Guard. The 421st EFS was also replaced last week by the 524th EFS for a 100-percent F-16 change-over.

4 Get to know Red Tail 2

The 332d Air Expeditionary Wing vice went from airman to technical sergeant to colonel. Find out what he has learned about what makes a good leader, Airman and Air Force.

5 Push it out

Three hundred thirty-two thousand. That's a lot. Of anything. How'd you like to do that many push-ups?

8 New iron

The 332d Air Expeditionary Wing renewed its "iron" here this month with a complete swap of the wing's entire F-16 Fighting Falcon inventory.

10 Strategic maintenance

Balad Air Base's hub-and-spoke mission begins with strategic airlift, primarily C-5 Galaxies and C-17 Globemasters. Like giant albatrosses, these T-tailed behemoths are vulnerable on the ground.

In every issue

Tuskegee Airman of the Week	3
Caption this photo	7
Chapel schedule	11
Movie schedule	12

RED TAIL FLYER

Brig. Gen. Robin Rand
332d Air Expeditionary Wing Commander

EDITORIAL STAFF
Maj. Richard Sater
Chief, Public Affairs
2nd Lt. Lisa Kostellic
Deputy chief
Master Sgt. Julie Briggs
Superintendent, Public Affairs
Senior Airman Kerry Solan-Johnson
Editor, Red Tail Flyer
Senior Airman James Croxon
Co-editor/web administrator

The Red Tail Flyer is published by the 332d Air Expeditionary Wing Public Affairs Office.

This funded Air Force newsletter is an authorized publication for members of the U.S. military services overseas. Contents of the Red Tail Flyer are not necessarily the official views of, or endorsed by, the U.S. Government, the 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 332d AEW at Balad Air Base, Iraq. All photos are Air Force photos, unless otherwise indicated. The deadline for all editorial submissions is noon Friday the week

prior to the date of publication. The public affairs office can be contacted at 443-6005, or by e-mail at:

332.redtailflyer@blab.centaf.af.mil or 332aew.pa@blab.centaf.af.mil.

The crimson used throughout the publication alludes to the original Tuskegee Airmen of the 332d Fighter Group.

The Tuskegee Airmen were the first African Americans to be trained as World War II military pilots in the U.S. Army Air Corps. They were known as the Red Tail Flyers because of the crimson paint scheme on their aircrafts' tails.



Brig. Gen. Robin Rand
332d Air Expeditionary Wing commander

COMMANDER'S ACTION LINE

As a service for Balad Airmen, the 332d Air Expeditionary Wing operates the Commander's Action Line.

The line is a way for Balad Air Base members to get answers to questions or express concerns about life on the base. Brig. Gen. Robin Rand, 332d AEW commander, gives action line queries his personal attention.

The Red Tail Flyer will publish those items that are of general interest to the Balad AB population.

In addition to using the commander's action line, Balad Airmen are asked to remember their chain of command when dealing with problems and concerns.

The action line can be reached via e-mail at 332.redtailflyer@blab.centaf.af.mil. People using the action line should include name, unit and phone number in case additional information is needed and for a timely response.



T U S K E G E E A I R M A N O F T H E W E E K



SENIOR AIRMAN RAMIRO VILLALOBOS

Unit: 64th Expeditionary Rescue Squadron

Air Force specialty: Life support specialist

Home station: Davis-Monthan Air Force Base, Ariz.

Family: Wife and two children

Years in the Air Force: 3

Deployments: 2

On-duty contribution at Balad: Acquired, assembled and fitted 16 crew members with new state-of-the-art body armor; designed and implemented plan to acquire new life support lockers; provided critical mission support that enabled mission accomplishment and uninterrupted alert; and created an efficient post- and pre-operation flight equipment work station.

Off-duty contribution at Balad: Volunteered time to plan and construct a vehicle shelter for squadron alert vehicles, coordinated with contractor for a fitness facility, built shelving in the Tactical Operations Center and organized several fitness programs and events.

Photo by Senior Airman James Croxon

Weather outlook

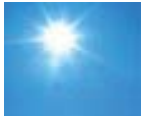
Today



Sunny

104/70

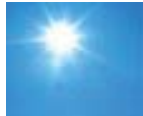
Saturday



Sunny

104/70

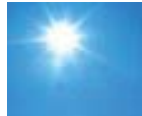
Sunday



Sunny/Breezy

106/71

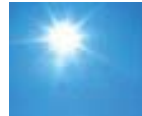
Monday



Sunny

107/71

Tuesday



Sunny/Breezy

102/66

Wednesday



Sunny

100/66

Thursday



Sunny

99/66

Balad Commentary

RED TAIL PERSPECTIVE

by Col. Gary Renfrow

332d Air Expeditionary Wing vice commander



Q *How does your enlisted experience affect your leadership style?*

A I believe rank doesn't make leaders — leaders make rank! Much of what I learned in the non-commissioned officer preparatory course, NCO leadership school, career development courses and Performance Fitness Examination study still affects me deeply today. I owe a huge debt to those who mentored me as an airman and NCO...they taught me the value of the carrot and the stick (reward and punishment), the importance of standards, the value of hard work and instilled in me real pride in my product, my Air Force and my country. After 27 years, I am not sure that I have a leadership style. Instead, I am convinced that we are best to have a menu of styles, to apply where appropriate. In combat, for instance, there are many times where an autocratic style is warranted — when there is little time to discuss options without putting peoples' lives on the line, whereas stateside, there are relatively few times where there is not sufficient time to seek more counsel before making a decision. With nine years under my belt, I already had quite a list of experiences: good bosses, bad bosses, operational readiness inspections, permanent changes of stations — experiences that instruct us all in how we lead. This was a great advantage.

Q *What qualities of today's Airmen set them apart from yesterday's Airmen?*

A Today's Airmen are smarter and more motivated, but I think what really separates them is that today's Airmen are more creative. Today we truly have an incredible capacity to problem-solve when we allow our Airmen to develop solution sets. It's almost as if the information revolution opened the minds of today's young leaders to new ways of seeing the world. It's very powerful.

Q *What do we need to do as an Air Force to make our Airmen more capable, flexible and efficient?*

A Simply instill our core values: they are good ones. Integrity, selfless service and relentless hard work will make us a more capable, flexible and efficient force.

Q *What impresses you the most about the Airmen serving here in Iraq?*

A Professionalism with a smile. I really enjoy standing back and watching young Airmen stand tall and brief a distinguished visitor. There is just something about their positive and friendly yet totally professional attitude. It reminds me that we represent a beautiful place in the world — the United States.

Q *What are the basic skills all Airmen need to deploy?*

A Airmen need to show up here in peak condition physically, emotionally and mentally. They first need to be in condition to survive the rigors of 12-hour days in the heat and under the pressure to perform. Combat will exhaust anyone, but for someone in poor physical condition it could jeopardize the team and the mission. Emotionally, Airmen need to come prepared for the separation from their family and learn to join the social net here in theater. Finally, Airmen need to come here competent to complete their job. We are counting on each and every Airman.

Q *What is the No. 1 lesson you want Airmen to take home from this deployment?*

A The Air Force is here and making a difference for Iraq. Just like the Airman who repairs the vehicle that later provides the fuel for the fighter that will provide the overhead support for the ground troop that is able to secure a city from terrorists — contributions are not always easy to directly connect to the national mission of transitioning Iraq to a better democracy. But America and our coalition partners are here for the long haul, and for good reasons. The very fabric of our culture — what we believe as a nation — is being considered every day in this country, and this country is in the center of a critical region. The notion that all humans deserve what our forefathers fought and died for — freedom — is being questioned here. More succinctly, the freedom from want, freedom from fear, freedom to express ourselves, and the freedom to practice whatever religion we choose. These things we believe to be of value, not just for ourselves but for the world...that's powerful. That's what this war is really about.

The big push

P U S H - U P P L A N M E E T S N E W F I T N E S S I N I T I A T I V E

by Maj. Richard C. Sater
332d Air Expeditionary Wing

Three hundred thirty-two thousand. That's a lot. Of anything. How'd you like to do that many push-ups?

The approximately 100 members deployed here with the 332d Expeditionary Communications Squadron have committed – collectively – to accomplishing just that goal within the next four months. They call it the 332nd 332K Push-Up Challenge.

For 100 people to knock out 332,000 push-ups equates to roughly 3,320 each, or about 875 a month. Spread over a four-month deployment, that's about 30 a day.

One reason for the push-up challenge is to help meet the 332d Air Expeditionary Wing commander's new fitness initiative announced last week. The program kicks off Oct. 1 and ends Jan. 31.

A main reason for the challenge, however, is morale, says Lt. Col. Craig Wilcox, 332d ECS commander, from Essex Junction, Vt. It was his idea; he thought the challenge would be fun and bring the team together.

"We got the numbers. Did the math," Colonel Wilcox says. "It's attainable."

The colonel chose push-ups because they were "easier to do than sit-ups in the workplace," he says, grinning.

The squadron reacted to the proposal with an eagerness to hit the floor that surprised him, the colonel says.

"We did over 20,000 in the first five days alone," he says. "At the rate we're going, we'll blow this thing out of the water by Thanksgiving."

The push-up initiative will also "refocus some of our peoples' attention" on fitness for deployment, according to Senior Master Sgt. Bill McCune, 332d ECS superintendent, of Jeannette, Pa.

Why not "try something imaginative?" Sergeant McCune says. "A few minutes a day can put you in better shape."

First sergeant Senior Master Sgt. Bert Francois, of New Roads, La., agrees. "Think about it. Fitness is even more important in theater than it is at home. You don't want to deploy to the desert if you're not in good shape."

An additional motivator is the weekly prize for the most push-ups by section.

Different offices within the communications squadron compete for bragging rights and possession of what Sergeant McCune

jokingly calls "the commander's 'love me' bear," a teddy in suit and hat that remains the property of the winning shop when the weekly totals are added up.

First bear honors went to the plans and program implementation office, a five-person shop that contributed 2,734 push-ups to the total last week. It's the smallest of the work centers, but it's now the one to beat, thanks in part to the efforts of Senior Airman Michelle Klosinski, of Saltsburg, Pa., whose personal best is 310 in one day alone.

On her first deployment, she's enjoying "lots of new experiences" and lots of exercise, she says.

"When people think of push-ups, I want them to think of me," she says.

Capt. Greg Goins, plans shop commander, of McColl, S.C., is confident they'll be able to hang onto the bear next week but admits that competition is fierce between offices, with "spies" tracking the numbers and trying to out-do each other.

However, that won't be hard: any time of the day, the count can be heard echoing through the halls of the 332d ECS building as another group hits the deck and counts them out one at a time.



Photo by Airman 1st Class Chad Kellum

Airmen from the 332d Expeditionary Communications Squadron perform push-ups in front of their building. The squadron made the push-up goal to align with the wing's new fitness goal.

Eagle vs. Falcon in Hawaii

Eagles and Falcons, the Air Force's premier "birds of prey," are currently facing off at Hickam Air Force Base, Hawaii, in a two-week air-to-air exercise called Sentry Aloha.

F-15 Eagles from the Hawaii Air National Guard's 199th Fighter Squadron and F-16 Fighting Falcons from the Texas Air National Guard's 149th Fighter Wing have been participating in the exercise since Sept. 6.

Sentry Aloha provides the Hawaii Guard F-15 pilots with training opportunities to fly against different types of fighters.

Due to limited local available assets, it's difficult for the Hawaii ANG to complete all of its required air-to-air training, resulting in the National Guard Bureau and Pacific Air Forces deploying units to support the Hawaii ANG's training.

The 149th FW deployed approximately 75 Airmen and six F-16s. After their arrival, both squadrons began a full flying schedule of training scenarios. More than 70 sorties are scheduled during the two-week exercise. The scenarios were designed not only to test the pilots, but also to hone their skills against aircraft with different capabilities and aircrews trained in different techniques and tactics.



Spangdahlem F-16 was in controlled crash landing

The F-16 Fighting Falcon that crashed Sept. 14 near Spangdahlem Air Base, Germany, had a landing gear problem that forced its pilot to do a controlled crash landing.

The crash was not an accident, said 52d Fighter Wing commander Col. Darryl Roberson. The colonel held a press conference Sept. 16 near the cordoned-off crash site to give an update on the incident.

The pilot, 1st Lt. Trevor Merrell, 28, of the 22d Fighter Squadron, could not resolve the gear problem and had to bail out of the fighter, the colonel said. He had to crash land his jet.

"It was a controlled bailout in that the pilot had an opportunity to prepare for the ejection," the colonel said. "That's exactly why it ended up in the middle of a field and did not impact any buildings or hurt any people."

The lieutenant, of Mountain Green, Utah, was on a training mission. He flew the jet to the field near the town of Oberkail, which is about 10 miles north of the fighter base. The region, known as the Eifel, has many rolling

hills and wooded areas and is dotted with small towns and villages.

"Those are the facts that we know," Colonel Roberson said. "What caused it, how it happened — we don't know. The safety investigation board will figure that out."

It took base and German first-responders 20 minutes to reach the crash site. By then, most of the fuel and other fluids on the aircraft had burned in "the fireball created by the crash," the colonel said. Emergency crews also recovered the bottle of hydrazine aboard the jet.

Air Force and German officials will continue to work to secure the evidence of the crash site. Air Force and German security forces are also maintaining security at the crash site, which has a 5,000-foot cordoned off area, to maintain evidence. The colonel said it could take a while to collect all the debris.

In the meantime, the accident investigation board, comprised of Airmen from bases throughout Europe, arrived at the base Sept. 16. But it will be weeks before the board releases the cause of the mishap.

Communication tool now online

A recently released publication aims to help Airmen and commanders become better strategic communicators when talking about the Air Force to the public.

The Air Force Story, available now at www.af.mil, is a high-level summary of information about the Air Force, with topics ranging from heritage to missions, vision and people.

The publication is meant to help Airmen understand and talk about the Air Force.

"The Air Force Story provides talking points to get you started talking about the Air Force," said

Brig. Gen. Erwin F. Lessel III, Air Force director of Communication, "and help you explain to a variety of audiences who you are as an Airman and what America's Air Force does for the nation."

The talking points are bulleted, and divided into many appropriate topics. "We are responsible for telling the Air Force Story credibly and accurately," he said. "Our Air Force needs every Airman to be a communicator and tell our story and this document is the right tool to get started. We want to communicate 'one message with many voices.'"

Contingency skills



Photo by Tech. Sgt. Scott T. Sturkol

Students in the Air Mobility Warfare Center's Advanced Contingency Skills Training Course 06-5 at Fort Dix, N.J., practice combat patrolling during a training session at a tactical range there Sept. 18.

Iraqi troops better every day

Iraqi security forces are becoming more capable every day, fighting and dying for their country because the future depends on them, U.S. Central Command's commander said this week.

"I come to the conclusion that Iraqis are fighting and dying for their country, that the government has pledged their sacred honor and their future to making this work," Army Gen. John Abizaid said in an interview with CNN's Wolf Blitzer. "Their lives are on the line."

Iraqi forces now number more than 300,000, and while they still have some bad days and challenges to overcome, they are steadily improving, General Abizaid said. He also noted that numerous Iraqi of-

ficials have visited Washington, D.C., and have all expressed confidence and commitment in the fight against terrorism.

Critics who say the U.S. needs more troops in Iraq are of the mindset that U.S. troops should be doing all the work, General Abizaid said. Leaders on the ground believe, however, that Iraqi troops must continually take more responsibility for their own country, and that the ultimate solution will not be solely military, he said.

"It's not a matter of the application of military forces only," he said. "You've got to have governance moving forward. You have to take down the militias. You have to apply military forces when you need to. Over time, you need to apply more and more Iraqi military and governance power to the equation. We



Photo by Gunner's Mate 1st Class Martin Anton Edgill

Iraqi Army Soldiers with Scout Platoon, 4th Battalion, 1st Brigade, 6th Iraqi Army Division, practice aircraft tactical exiting maneuvers at Forward Operating Base Justice.

can do that."

Sectarian violence is still a problem in Iraq, General Abizaid acknowledged, but areas where U.S. and Iraqi troops have applied pressure have seen a slight drop in violence, and more progress will be made over time.

"Things in a counter-insurgency (mission), as

you well know, take time to mature politically and militarily, and we're confident (that) with the measures we're taking now, we can be successful," he said.

The goal of Coalition efforts in Iraq is for Iraq to emerge as a responsible member of the international community — a country that will respect the rights

of its people and reject terrorism and violence, Abizaid said. That is the same goal the Iraqi government has, he said, and Iraqi leaders are able and willing to make it happen.

"(Prime Minister Nouri al-Maliki) is going to build an Iraq for all Iraqis, and it's a hard thing to do," Abizaid said. "They can do it."



Caption this photo

If you have a witty or humorous caption for this photo, send an e-mail to 332.redtailflyer@blab.centaf.af.mil.



Last week's captions

"This has got to be the coolest IPOD on base."

Master Sgt. Joil Bryant
332d Expeditionary Maintenance Group

"I don't think this bird will ever lay her eggs."

Tech. Sgt. Karen Hastings
U.S. Army Corps of Engineers

"I wouldn't trade this for all the road marches in the world."

Senior Airman Gregory Bault
557th Expeditionary Red Horse Squadron

"Momma always said there would be days like this."

Staff Sgt. Yolanda Jackson
332d Expeditionary Medical Group



Photo by Senior Airman Kerry Solan-Johnson

OUT WITH THE OLD, IN WITH THE NEW

332d swaps iron

by Senior Airman Kerry Solan-Johnson
332d Air Expeditionary Wing Public Affairs

The 332d Air Expeditionary Wing renewed its “iron” here this month with a complete swap of the wing’s entire F-16 Fighting Falcon fleet.

Jet for jet, active-duty F-16s from Hill Air Force Base, Utah, were exchanged for those from Cannon AFB, N.M., and Guard F-16s from Alabama and Illinois were replaced by Falcons from South Dakota, Michigan, New York and Washington, D.C.

The aircraft swap was necessary to maintain a “healthy” force and warfighting capability, said Maj. Leah Fry, 332d Expeditionary Aircraft Maintenance Squadron operations officer. The changeover is part of the Air Expeditionary Force rotation: new people, new jets.

“In a four month rotation here at Balad, our F-16s fly the equivalent of a full years flying at home station” she said.

The deployed environment and operational demands age the jets, which creates difficult maintenance problems for the F-16s. By rotating aircraft the Air Force is able to smooth out the severe usage across the entire F-16 fleet.

The planning process for the swap out began eight weeks ago, when Airmen here began mapping out the details of catching, towing and parking the new jets when they arrived.

This rotation at Balad AB was accomplished differently than previous rotations in that this time

each aircraft was safely stowed inside a hardened aircraft shelter during all weapons loading operations, said Col. Timothy Fowler, 332d Maintenance Group commander.

The efforts of 332d Expeditionary Civil Engineering Squadron made this possible, the colonel said. The civil engineers renovated three shelters with all new electrical power, lighting and paint. These new facilities offer additional space to store and reconfigure aircraft.

“I challenged 1st Lt. Adrienne Stahl to develop a swap-out plan for the F-16s and more than 700 personnel that ensures that all aircraft are protected inside HASs during the swap out,” Colonel Fowler said. “Her plan was awesome, and she worked it like a champ. At the end of the day, the swap out went like clockwork.”

The swap out was a 332d AEW success and combined team effort, the colonel said.

The operations group continued to fly air tasking order missions without missing a beat, the mission support group renovated the HASs and paved the way for the transition to begin, and the maintenance group completed the munitions’ swap-out and aircraft generation.

“The Alabama crew helped with the transition, so the exchange went smoothly,” said Staff Sgt. Willie Williams.

“We’re ready to work,” Sergeant Williams said. “We’re in it, we’ve got it, and we’re ready to run with it.”



Photo by Airman 1st Class Chad Kellum



Photo by Senior Airman Kerry Solan-Johnson



Photo by Senior Airman James Croxon



Photo by Senior Airman Kerry Solan-Johnson

Top left: Airmen from 332d Aircraft Maintenance Squadron work late into the night Wednesday to bring their new arrivals online. Above: Weapons loaders prepare to arm an Air National Guard F-16 Fighting Falcon from Michigan. Left: maintainers prepare an F-16 for a reconnaissance pod. Bottom far left: Shortly after their arrival, Guard F-16s are towed into a newly opened hardened aircraft shelter. Center far left: Staff Sgt. Richard Roberts of the 332d Expeditionary Aircraft Maintenance Squadron moves a missile to arm a newly-arrived active-duty F-16 from Cannon Air Force Base.

STRATEGIC MAINTENANCE

721st AMOG, Det. 5 keeps behemoths airborne

by Senior Airman James Croxon
332d Air Expeditionary Wing Public Affairs

Balad Air Base's hub-and-spoke mission begins with strategic airlift, primarily C-5 Galaxies and C-17 Globemasters. Like giant albatrosses, these T-tailed behemoths are vulnerable on the ground. It's up to the Airmen of the 721st Air Mobility Operations Group, Detachment 5 to get the aircraft in the air quickly and out of the path of incoming mortars and rockets launched against the base.

"Neither the pilots nor the maintainers want the aircraft on the ground any longer than absolutely necessary," said Air-

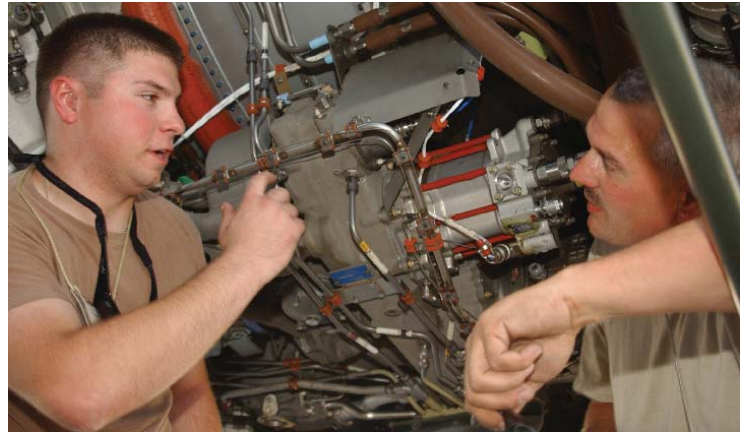
man 1st Class Mark Mano, a C-17 crew chief deployed from Charleston Air Force Base, S.C. "The main thing we focus on is gas, engines and wings. If they can safely fly home for maintenance, then they go home. They don't stay overnight here unless they absolutely have to."

The detachment's mission is to provide aircraft maintenance, launch and recover all strategic Air Mobility Command aircraft traveling through Balad Air Base, said Maj. Jay McSweeney, 721st AMOG, Det. 5 commander.

"To put this plainly, it means we have to refuel, service and repair all C-17s and C-5s as quickly as possible to minimize the ground time in order to limit exposure to possible enemy attacks," the major said.

The Airmen work as a team on every task, blurring the lines between Air Force specialties.

"I'm a crew chief. Back home, it's checking tires, marshaling and fueling day in, day out for Airmen like me," Airman Mano said. "Here, I work with the engine troops, guidance and control, hydraulics and the other AFSCs. I get to see how the plane works on the inside."



Airman 1st Class Paul Wrobel asks Staff Sgt. Robert Miller for advice before installing a part on a C-17 Globemaster engine.

Teamwork also spans airframes.

"We're split fairly evenly between C-5 and C-17 troops," said Master Sgt. Leon Payne, a guidance and control craftsman deployed from Charleston AFB and one of two superintendents assigned to Det. 5. "When the C-5 Airmen are fixing a part, the C-17 Airmen will help out. It's common for maintainers to be signed off on some core tasks for different airframes."

Deployed maintenance has a different focus than maintenance at home.

"In comparison to home station, Balad would be considered a 'gas-n-go' stop," Major McSweeney said. "We have limited repair capabilities here. We do have the expertise to repair almost any maintenance problem, but much lower manning, no organic back shop capability, and limited parts support."

"One way we offset these limitations is our direct line of communication with AMC's Tanker Airlift Control Center," the major said. "When we

have maintenance problems that require parts we don't have in stock, we communicate this information to the TACC logistics control division and we receive the parts via AMC airlift within 24 to 36 hours."

Repairing aircraft so quickly takes teamwork and it's evident everywhere. Airmen work with non-commissioned officers and 5-levels work with 7-levels.

"About half of us are junior enlisted, many on their first deployment," Sergeant Payne said. "These young Airmen are really charged up and have embraced the team concept."

It's the spirit of teamwork that keeps the heavies in the air and strategic.

"Every time I need to repair an engine, I have other Airmen with me," said Airman 1st Class Paul Wrobel, a C-17 jet engine mechanic deployed from Charleston AFB. "(Airman) Mano and I have helped each other out a lot. I learn about crew chiefs, he learns about engines and the plane takes off sooner."



Staff Sgt. Robert Miller and Airman 1st Class Mark Mano, 721st Air Mobility Operations Group, Detachment 5, open the engine cowl of a C-17 Globemaster on Tuesday.

This & That

Special services offered for upcoming religious holidays

by Chaplain (Lt. Col.) Jeffrey L. Neuberger
332d Air Expeditionary Wing chapel

Greetings from your new Balad Air Base chapel team! It is our express desire to be available to all Tuskegee Airmen of the 332d Air Expeditionary Wing during this deployment. Our presence here is a fulfillment of every military member's Constitutional right to the free exercise of religion.

The Air Force chapel team and the Logistics Support Area Anaconda chapel staff provide worship services designed to meet each individual's specific need. Each week an e-mail is sent to all Balad AB members about worship and study opportunities are posted at the chapel and dining facilities.

As this rotation begins, two major religions, Judaism and Islam, will observe significant holidays.

Jewish people will celebrate the beginning of their New Year (Rosh HaSha-

nah) starting today at sunset. The Holy Day observance continues until Sunday evening. Unlike the secular New Year, Rosh HaShanah is marked by two days of prayer and the blowing of a ram horn (shofar). These two days begin a period called the "10 Days of Repentance" which culminate with Yom Kippur, the Jewish Day of Atonement.

Yom Kippur is observed with a 25-hour fast in which Jews refrain from all food and water, and it too is a day of lengthy prayer. This year, Yom Kippur will begin at sunset Oct. 1 and conclude the following evening after nightfall. The typical New Year's greeting is "May you be inscribed in the Book of Life for a good and sweet New Year."

We have a Jewish chaplain here this rotation. Rosh HaShanah and Yom Kippur services will be conducted in the H-6 Chapel trailers. For more information and service times, call the chapel at 443-7703.

Ramadan, observed from Sunday to Oct. 23, is the name of the ninth month in the Islamic calendar and is considered the "great month of Islam." During this month, observant Muslims emphasize purity of thought and observe a period of fasting which is designed to redirect the heart from worldly activities to a closer relationship with God. Eating, drinking, and smoking are not allowed between dawn (fajir) and sunset (maghrib).

During the month of Ramadan, several important anniversaries are celebrated, notably the Night of Destiny in which the Prophet Muhammad received the first verse of the Quran.

The chapel staff is here for all Tuskegee Airmen. Stop by the Tuskegee Chapel office, now located in trailers adjacent to the existing chapel tent. There you will find religious literature, a lending library of religious material, a cup of coffee, a smile and, most of all, encouragement.



Balad Religious Schedule

Catholic Services

Daily Mass

5 p.m. Monday through Friday

Saturday

4:30 p.m. Reconciliation

5 p.m. Mass

Sunday

9 a.m. Sunday Mass

11 a.m. Sunday Mass

Confessions available by appointment

Protestant Services

Saturday

7 p.m. Liturgical Service

Sunday

9:30 a.m. Traditional Service

11 a.m. Contemporary Service

2 p.m. Church of Christ

2 p.m. Gospel Service

5 p.m. Traditional Service

7:30 p.m. Traditional Service

Wednesday

8 a.m. Liturgical Morning Prayer

8 p.m. Midweek Contemporary Worship Service

Tuskegee Chapel

Tuskegee Chapel

Tuskegee Chapel

Tuskegee Chapel

AFT Hospital Chapel

Tuskegee Chapel

AFT Hospital Chapel

Town Hall

Tuskegee Chapel

AFT Hospital Chapel

Tuskegee Chapel

AFT Hospital Chapel

Tuskegee Chapel

Tuskegee Chapel

Other Services

Sunday

3:30 p.m. Orthodox Prayer Service

7 p.m. Latter Day Saints Sacraments

8 p.m. Latter Day Saints Sunday School

Friday

7 p.m. Friday Shabbat Service

Tuskegee Chapel

Tuskegee Chapel

Tuskegee Chapel

Tuskegee Chapel

Jewish Holy Day Schedule

Today

6:45 p.m. Rosh Hashanah

Tuskegee Chapel

Sunday

9:30 a.m. Rosh Hashanah

Tuskegee Chapel

6:45 p.m. Rosh Hashanah

Tuskegee Chapel

Monday

10:30 a.m. Rosh Hashanah

Tuskegee Chapel

Oct. 1

6:30 p.m. Yom Kippur- Day of Atonement

Tuskegee Chapel

Oct. 2

9:30 a.m. Yom Kippur - Day of Atonement

Tuskegee Chapel

For more information on worship opportunities or needs, call 443-7703.

For the after-hour duty chaplain, call 443-3320.

Sustainer Theater



Zach Braff
Jacinda Barrett
Casey Affleck
Rachel Bilson
with Blythe Danner
and Tom Wilkinson

The Last Kiss

We all make choices.
What's yours?



From the writer of "Million Dollar Baby"
and co-writer of "Crash"

Coming Soon

Today

- 2 p.m. - Monster House
- 5 p.m. - My Super Ex-Girlfriend
- 8:30 p.m. - The Last Kiss

Saturday

- 11 a.m. - My Super Ex-Girlfriend
- 2 p.m. - The Last Kiss
- 5 p.m. - Clerks II
- 8 p.m. - The Last Kiss

Sunday

- 2 p.m. - Monster House
- 5 p.m. - The Last Kiss
- 8 p.m. - My Super Ex-Girlfriend

Monday

- 5 p.m. - The Last Kiss
- 8 p.m. - Clerks II

Tuesday

- 5 p.m. - My Super Ex-Girlfriend
- 8 p.m. - Monster House

Wednesday

- 5 p.m. - Clerks II
- 8 p.m. - The Last Kiss

Thursday

- 5 p.m. - Little Man
- 8 p.m. - Monster House

Sept. 29

- 2 p.m. - John Tucker Must Die
- 5 p.m. - Clerks II
- 8:30 p.m. - The Guardian

Monster House

Steve Buscemi, Nick Cannon

Although no adults will believe them, three children realize a neighbor's house is really a monster. They must find a way to stop the house and save the neighborhood. Rated PG (Scary images/sequences, thematic elements, crude humor, language) 91 min

My Super Ex-Girlfriend

Luke Wilson, Uma Thurman

Everyone's had a painful parting of the ways with a romantic partner. We pick up the pieces and move on. But for one New York guy, it's not going to be so easy. When he breaks up with his girlfriend, he discovers his ex is actually the reluctant superhero, G-Girl. A scorned woman, she unleashes her super powers to humiliate and torment him. Rated PG-13 (Sexual content, crude humor, language, nudity) 110 min

The Last Kiss

Zach Braff, Jacinda Barrett

A contemporary comedy-drama about life, love, forgiveness, marriage, friendship...and coming to grips with turning 30. Rated R (sexuality, nudity, language) 104 min

Clerks II

Brian Christopher O'Halloran, Jeff Anderson

Ten years ago best friends Dante Hicks and Randal Graves were New Jersey mini-mall clerks still slacking off together in their early 20s. Now working in the fast-food universe, Dante and Randal have managed to maintain, and even hone, their in-your-face attitudes, agile skill with vulgarities and unbridled love of screwing the customers. Rated R (Sexual/crude content, sexuality, language, drug material) 98 min

Synopsis courtesy www.AAFES.com
Showtimes courtesy 332d Expeditionary Services Squadron