

Air Citizen AIRMAN

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Official Magazine of the Air Force Reserve



Boomer with a Brush

**Tinker Reservist brings
Air Force aircraft to life**

FROM THE TOP



By Lt. Gen. James F. Jackson
Commander,
Air Force Reserve Command

Answering the call with a ready force

My favorite part of this job is seeing our diverse missions and America's Citizen Airmen in action. One of my goals is to visit every location where we have a Reserve unit or organization. This gives me an opportunity to hear what's on your mind.

As we look forward to the New Year, I want to share my thoughts, specifically my three focus areas for the Air Force Reserve: remembering the fight, adapting the force and developing the team.

Remember the Fight – Today's and Tomorrow's. The Total Force team is still in high demand by combatant commanders around the world. Our mission is to be a reliable, accessible combat ready force for the joint fight. Further, with recent legislative updates to Title 10 Code, section 12304, the Reserve can be mobilized to support national security requirements in response to a homeland natural disaster or emergency. Air Force Reserve capabilities like hurricane reconnaissance, aerial firefighting and aerial spray are critical to the nation when catastrophe strikes. Airlift, aeromedical evacuation and personnel recovery are valuable, both in-theater and for homeland support. No matter when or where our nation needs us, we are ready to serve and will answer the call.

Adapt the Force. The Air Force Reserve is an integrated member of the Total Force team. As we look to the future, we need to have a holistic view of the right Air Force capability mix. What are the part-time missions that best fit the Active Duty, Air Force Reserve and Air National Guard? How much capacity do we need to ensure we can provide strategic depth? What can our nation afford? As we tackle these tough questions, we need to remain flexible, yet focused, and able to adapt to the changing Department of Defense landscape.

Develop the Team. Force development is vital to a quality Air Force Reserve. We grow Air Force leaders for our nation. We plan to put in place initiatives that allow our Citizen Airmen choices. We want to maintain a culture of Citizen Airmen who are stationed locally and serving globally, while also providing additional opportunities for those wishing to be considered as future senior leaders. Growing our future leaders today ensures we remain a superior combat force tomorrow.

Finally, as we celebrate this holiday season, I'd like to emphasize the importance of family. We all work hard during the year, so please make sure you take the time to enjoy loved ones. Also, please remember those in harm's way and offer a hand to those who are separated from their families.

I look forward to serving with you in the New Year. Thanks for all you do. ★

CHIEF'S VIEW



By Chief Master Kathleen R. Buckner
Command Chief Master Sergeant,
Air Force Reserve Command

Thanks for your support of red shirt Friday

Red shirt Friday. Have you ever heard of it? What is it? Where did it start?

I can't remember when I first heard about red shirt Friday, but I remember learning about it as I started seeing the red shirts being sold at base exchanges. After that I started to pay attention to how many people wore the color red on Fridays. I not only noticed it at my civilian job but also at other federal agencies as well and in the local communities around those facilities.

I have never seen a greater support of red shirt Friday than at my current assignment right here at good ol' Robins Air Force Base, Ga. I not only see it in our Air Force Reserve Command headquarters facilities but also within the very large civilian population on base. I am truly touched by the number of people who make a conscious decision to wear red on Fridays. Look, it's difficult for me to remember where I left my keys every morning let alone remember that Friday is a day that I will wear red in support of all those in uniform!

I went on Google to see if I could find out more info on the origin and true meaning of red shirt Friday. Wow! I found out there are pages and pages of information with slightly different versions of how it started and why. The overwhelming common denominator in all the information I saw is wearing a red shirt on Friday is a way to show your support for those who defend our great country, our freedom and our liberty, and bring us together as a nation.

I want to take this opportunity to publicly thank everyone who participates in this show of support and to urge them to continue to spread the word. While there are countless participants for whom I am deeply grateful, I want to thank Kim Hatcher and Chris McCalister, who both work in the headquarters Personnel Directorate, for continuing to wear red on Fridays after I told them only once about the movement.

How the red shirt Friday movement started really doesn't matter. What is important is that thousands of people are continuing to show their support and appreciation for the countless sacrifices our men and women in uniform make daily so others may live free. Thank you for your support! ★

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Air University rolls out new distance learning program



On the cover: Senior Master Sgt. Darby Perrin is a boom operator assigned to the 507th Air Refueling Wing at Tinker Air Force Base, Okla., who also happens to be one of the nation's top aviation artists. For more on how Perrin juggles his time between the back of a KC-135 Stratotanker and his art studio, see the story on Page 18.

Gen. Mark A. Welsh III *Chief of Staff, United States Air Force*

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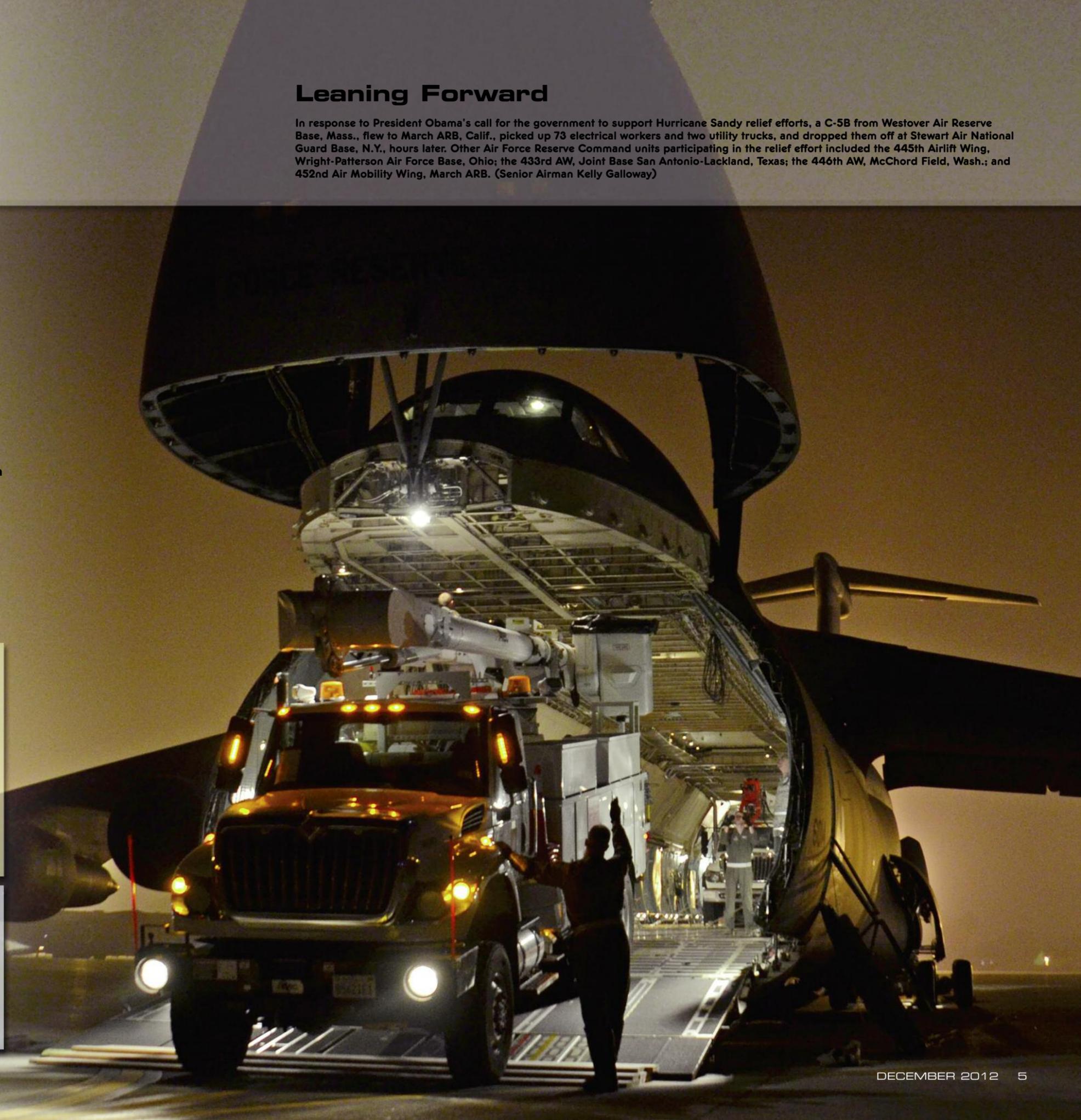
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Leaning Forward

In response to President Obama's call for the government to support Hurricane Sandy relief efforts, a C-5B from Westover Air Reserve Base, Mass., flew to March ARB, Calif., picked up 73 electrical workers and two utility trucks, and dropped them off at Stewart Air National Guard Base, N.Y., hours later. Other Air Force Reserve Command units participating in the relief effort included the 445th Airlift Wing, Wright-Patterson Air Force Base, Ohio; the 433rd AW, Joint Base San Antonio-Lackland, Texas; the 446th AW, McChord Field, Wash.; and 452nd Air Mobility Wing, March ARB. (Senior Airman Kelly Galloway)



RESERVE SNAPSHOT

U.S. Air Force attack dog Nina bites Staff Sgt. Aaron Hunt on Buckley Air Force Base, Colo. Nina is assigned to the 460th Security Forces Squadron. Hunt, a member of the 310th Services Flight, volunteered to be attacked during a security forces demonstration. (Tech. Sgt. Nicholas B. Ontiveros)



Elaine Vreeland, a manager with the University of Phoenix, tries on a 75-pound explosive ordnance disposal bomb suit during Employer Appreciation Day at the 419th Fighter Wing, Hill Air Force Base, Utah. "I'm so impressed with this group, and I'm very grateful that they're protecting us," Vreeland said. "I'm grateful for the sacrifice they make and the sacrifice their families make." (Senior Airman Crystal Charriere)



Senior Airman Maura Phillips, 87th Aerial Port Squadron cargo specialist/training manager for cargo, tightens the nets to a pallet to prevent cargo from shifting in flight during a unit training assembly at Wright-Patterson Air Force Base, Ohio. (Maj. Jose Cardenas)

More than a dozen A-10 Thunderbolt II aircraft, assigned to Davis-Monthan Air Force Base, Ariz., passed through Westover Air Reserve Base, Mass., recently as they made their way overseas. Westover's long runways, ample ramp space and geographic location make it an ideal stopover for military units on their way overseas. (Senior Airman Kelly Galloway)



Senior Airman Teresa Procell, 307th Maintenance Squadron munitions technician, strains to hold on to a 2,000-pound Joint Direct Attack Munitions bomb during the Global Strike Challenge competition at Barksdale Air Force Base, La. The munitions team was tasked to successfully build 16 JDAMs. (Master Sgt. Greg Steele)



ROUND THE RESERVE

Lodging Rate Increase Covers Costs

For the first time in four years, the Air Force has increased its lodging rates.

The increase, effective Oct. 1, was necessary to ensure Air Force lodging rates cover current operating and capital improvement costs, said Maj. Gen. A.J. Stewart, Air Force Personnel Center commander.

As an example, the \$39 nightly room rate for a visiting quarters room increased to \$53.25, and temporary lodging facilities went from \$43 to \$55 per night. Increased rates will fund costs for operations, room renovations and construction, Stewart said.

As the Air Force works to improve business processes, implement efficiencies and maintain lodging operations in a constrained budget environment, other adjustments may be necessary, according to Col. Thomas Joyce, director, AFPC Services Directorate.

"We are committed to keeping room rates as low as possible while providing clean, comfortable, quality facilities," Joyce said. "This is part of our commitment to caring for Airmen, and we take that obligation very seriously. However, we must be realistic as well."

Even with the increase, Air Force lodging rates are lower than comparable commercial rates outside Air Force installations, the director said.

"Coupled with quality service, clean facilities and reasonably priced room rates, Air Force lodging facilities are still a great choice for Airmen, whether they're on temporary duty orders, retired and traveling or just passing through," Stewart said. (Debbie Gildea, Air Force Personnel Center public affairs, Joint Base San Antonio-Randolph, Texas)

Air Force Migrates Civilian Personnel Records to OPM

The Air Force Personnel Center migrated the Air Force version of each employee's electronic official personnel folder to the Office of Personnel Management's government-wide eOPF in November.

The eOPF is a digitized version of a hardcopy personnel folder that contains official human resource records for each federal employee. Officials said the system enhances portability of civilian HR records and increases employee awareness and accountability through email notifications of personnel actions.



A farmer's 10-acre corn maze salute to the 910th Airlift Wing is clearly visible from one of the unit's C-130s.

Farmer finds unique way to honor C-130 unit

By Maj. Brent J. Davis

The 910th Airlift Wing at Youngstown Air Reserve Station, Ohio, enjoys strong community support but has never been honored the way Rob Milliron demonstrated his gratitude.

Milliron, owner of Irons Mill Farmstead in New Wilmington, Pa., sees Youngstown C-130H Hercules aircraft flying low-level training missions over his home each week.

The rumble of the aircraft engines gives him a sense of gratitude for the Air Force Reserve and the 910th. So in June, Milliron decided to express his gratitude to the wing by growing a 10-acre C-130 corn maze that aircrew members could see while flying along their training routes.

"We were figuring out what we wanted to do," Milliron said. "My father served in the Air Force in Vietnam. The C-130s come over often because we're in their flight pattern."

"In June, I used a piece of graph paper and drew out the pattern of a C-130 I found online from the 910th site. Then we planted our corn north, south, east and west giving it a grid

appearance from the air. We went out to the field when the corn was only 3 to 4 inches high and marked dots to lay out where the plane, shield and everything should be. Finally, we just connected the dots."

Thousands of visitors attend a fall festival at Irons Mill each year. Milliron said he wanted others to know how he feels about Ohio's second largest military installation, so he opened the maze to the public.

"I decided to grow a tough corn maze because the Air Force is tough," he said.

According to Milliron, more than a thousand people walked through the corn maze the weekend of Oct. 6-7. It remained open through Oct. 28.

Col. Bill Phillips, commander of the 910th Operations Group, went to the farmstead with his wife Oct. 6 and presented a certificate of appreciation to the Milliron family for their support of Youngstown ARS. ★

(Davis is chief of public affairs for the 910th AW at Youngstown ARS.)

"The OPM eOPF provides ease of access to individual personnel records of Air Force civilian employees while protecting and securing the information contained in those records," said Sal Lara, AFPC's Civilian Future Operations Branch personnel systems project officer. "The OPM eOPF is a web application that is very similar to what civilian employees use today."

The migration included more than 152,000 electronic personnel records with about 14 million documents. AFPC will continue to manage civilian personnel information, but the eOPF database is now controlled by OPM. (Steve Grever, AFPC public affairs, Joint Base San Antonio-Randolph, Texas)

New Tricare Premiums Take Effect Jan. 1

New premium rates for Tricare Reserve Select and Tricare Retired Reserve will go into effect Jan. 1.

Monthly rates for member-only coverage under TRS will be \$51.62. That is down 5.3 percent from 2012 premiums. Rates for member and family coverage will be \$195.81 a month, a 1.5 percent increase over 2012 rates.

Premiums for member-only coverage under TRR will be \$402.11 a month, a decrease of 4.4 percent. Rates for member and family coverage will be \$969.10. That is down 5.7 percent over 2012 rates.

Those not currently covered under either program who want to initiate coverage must submit an initial two-month premium payment with a completed application form. The initial premium payment can be paid by check, money order or cashier's check (payable to the regional contractor), or by debit/credit card.

After the initial premium payment, the regional contractor will provide a bill by the 10th of each month. Payments are due no later than the last day of each month and are applied to the following month of coverage.

Beginning Jan. 1, TRS and TRR premium payments will only be accepted by automatic payment via a debit/credit card or electronic funds transfer. (Tricare news release)

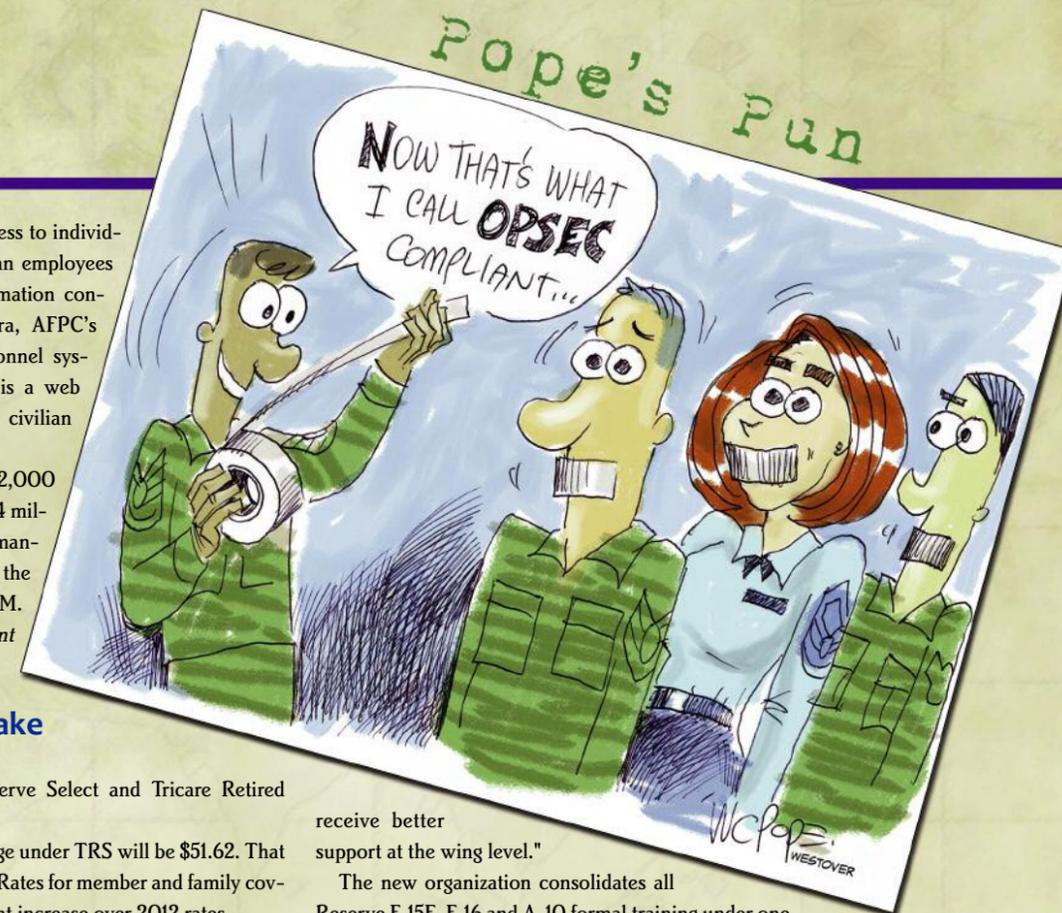
Fighter Group Responsibility Reassigned from Whiteman to Luke AFB

The 924th Fighter Group located at Davis-Monthan Air Force Base, Ariz., was reassigned from the 442nd Fighter Wing at Whiteman Air Force Base, Mo., to the 944th FW at Luke AFB, Ariz., effective Oct. 1.

The 442nd had been responsible for the group, an Air Force Reserve A-10 unit with an education and training mission, since January 2011.

"It's been an honor for us to help with the stand-up of the 924th Fighter Group," said Brig. Gen. Eric S. Overturf, 442nd FW commander. "It has grown from fewer than 20 Reservists to more than 125 assigned personnel over the last couple of years, and they are already making significant contributions to the A-10 training mission."

"We are sad to see such great people leave the 442nd Fighter Wing, but the organizational and geographic benefits of this will allow the group to



receive better support at the wing level."

The new organization consolidates all Reserve F-15E, F-16 and A-10 formal training under one wing command and ensures that the 944th FW has sufficient people to retain its wing status.

The decision to shift responsibility for the group was announced in a special order issued from AFRC headquarters at Robins AFB, Ga. The 944th FW also gained the 414th FG from Seymour Johnson AFB, N.C., in the same order. (Staff Sgt. Danielle Johnston 442nd FW public affairs)

Reserve Offers Intelligence, Surveillance and Reconnaissance Job Opportunities

The Air Force Reserve's intelligence, surveillance and reconnaissance community is looking for motivated people to serve in several different organizations scattered around the country.

Vacancies exist in the Reserve's ISR Group, Human Intelligence Squadron and Geospatial Intelligence/Measurement and Signature Intelligence Squadron, all at Wright-Patterson Air Force Base, Ohio; the Targeting Intelligence Squadron at Joint Base Langley-Eustis, Va.; and the Distributed Common Ground System Squadrons at Beale AFB, Calif., and Joint Base Langley-Eustis.

Once trained, reserve component members will be fully integrated with their active-duty counterparts in support of intelligence activities and global contingencies. Additionally, reserve component members will train and participate in activities supporting the daily intelligence mission of their associated active-duty units.

Significant flexibility for scheduling and training should be available, and some training may be done online. Potential reimbursements for selected Air Force specialty codes can cover travel costs associated with attending unit training assembly drills.

For a complete list of opportunities and desired AFSCs, contact Maj. Audrey Swinney or Staff Sgt. Eli McPherson in the Project Integration Office of the ISR

Group at DSN 787-1422 or commercial 937-257-1422. Their email addresses are audrey.swinney@wpafb.af.mil and eli.mcpheron@wpafb.af.mil. (Staff reports)

Online Access Simplifies Dependent Updates

Family situations can be complicated, but updating family benefit information doesn't have to be, now that it can be done online.

Dependent family members must be registered in the Defense Enrollment Eligibility Reporting System, and in many instances they must have a valid dependent identification card to access medical, dental and other benefits. In the past, Airmen geographically separated from their dependents faced a multi-step, back-and-forth process to accomplish some of these updates in DEERS.

Those days are history, thanks to the Real-time Automated Personnel Identification System self-service portal, said Ed Yoder, Air Force DEERS project office, Air Force Personnel Center.

The self-service portal is one of several tools developed by the Defense Manpower Data Center in an ongoing enterprise-wide initiative to expand online customer self-service options for Department of Defense and uniformed service populations.

"Most Airmen can't drop what they're doing to resolve DEERS and ID card problems," Yoder said. "And if they're deployed or stationed separate from their dependents, they face even greater challenges. This new system capability will help Air Force members take care of their families."

Implemented in September, the RAPIDS self-service portal allows Common Access Card-holders to digitally sign required documents that are then accessible to all ID card-issuing facilities worldwide. A dependent who is thousands of miles away can then go to the nearest RAPIDS ID card-issuing facility and complete the update process or have a new ID card issued.

Prior to the online option, members had to go in person to a military personnel office, sign in, wait for their turn, complete and wet-sign the forms, and fax them to the dependent's servicing personnel section so that the dependent could complete the paperwork and get a new ID.

"That was the simple process," Yoder said. "If a member's situation was unusual in any way, it became more complicated, requiring greater effort on behalf of the member and personnel office."

For example, one member had to fax initial forms to his ex-wife so she could get proof that their son was attending college as a full-time student. She then faxed the documents back, and the member had to go back to the personnel section and finish the paperwork. Finally, the personnelist faxed the forms to the servicing section for ID card completion.

"This process is very manually intensive, and it could take several days to complete, during which time the dependent would be without active benefits or a valid ID card," Yoder said.

The new RAPIDS self-service process is designed to update DEERS records and renew or reissue ID cards only, Yoder said. Initial DEERS enrollment and ID card issuance requires the member's presence.

In addition to DEERS and ID card actions, members can access the RAPIDS self-service portal to add or change an email address for signature and email encryption certificates, download certain applications, view and update contact information, and more.

Go to https://www.dmdc.osd.mil/self_service/rapids/unauthenticated?execution=elsl to access

the portal, and follow the screen prompts to add or update information.

For more information about personnel issues, visit the myPers website at <https://mypers.af.mil>. (Debbie Gildea, Air Force Personnel Center public affairs)

Red Cross Honors Two McChord Airmen

Two Airmen from McChord Field, Wash., never expected to be in a position to save a man's life, much less receive recognition for their actions.

Back in June, Senior Airman Andrew Moser and Airman First Class Micah Myers put their first-aid training to good use to help a Lakewood, Wash., man who had suffered a seizure and head trauma. On

Oct. 24, the Rainier Chapter of the American Red Cross honored the two Airmen with a Good Samaritan Award during the 2012 Heroes' Breakfast of Pierce County in Tacoma.

"We did what needed to be done," Myers said. "I didn't expect anything more than a pat on the back from our supervisor or something."

Moser and Myers were driving home after finishing their military duties June 2 when they saw the man seize up and fall to the ground. They made a U-turn and proceeded to help.

"Instincts told me to stabilize his head and make sure he had a pulse and was breathing," said Moser, who received first-aid training when he was on the ski patrol and again in the military. "Then we treated him for shock and tried to keep him comfortable for when he regained consciousness."

Although the man was not in attendance at the breakfast, Moser said he thanked both Airmen for their actions.

"He allowed us to do what we're trained to do," Moser said. "We (the military) are here for the people who need help. Being able to save someone's life and put service before self is reward enough."

"The actions of Moser and Myers showed not only the value of their Air Force training, but also who they are as individuals," said Andy Wappler, Puget Sound Energy vice president of corporate affairs, who presented the awards.

"They are the kind of people all of us in Pierce County can take pride in calling our neighbors."

Moser and his wife, Hollie, who was nine months pregnant with their son, made the 80-mile drive to Tacoma from their home in Arlington to attend the breakfast. He said he had no qualms about putting on his service dress uniform and leaving home at the crack of dawn to make it to the 6:30 a.m. event.

"Being recognized by an organization like the Red Cross is absolutely amazing," he said.

Myers, who normally lives in Gig Harbor, couldn't attend the breakfast because he was in school in Wisconsin. However, he was ecstatic about being honored with the award.

"I have a ton of respect for the Red Cross and what they do," Myers said. "It was very encouraging to get a reward from them. It was comforting to know things like this don't go unnoticed in the community. But, who wouldn't help out someone who was hurt on the side of the road?" (Master Sgt. Jake Chappelle, 446th Airlift Wing public affairs, McChord Field)

Program Allows Reservists to Save, Carry Over Leave From Year to Year

In a "one-step-at-a-time" approach, Air Force officials have a new program for Reservists to save and carry over leave time from year to year.

Reservists performing duty under Reserve Personnel Appropriation or RPA orders may now "save" their leave for future use. Prior to this change, which went into effect Nov. 1, Reservists were required to use or sell leave earned on orders of 30 days or more.

RPA is a pay account specifically designed to pay Reservists who are on a training tour of duty.

Any Airman serving a month of duty garners 2.5 days of leave. Previously, only Airmen in the regular Air Force were allowed to save and carry over up to 60 days of leave on the books as they cross the "use-or-lose" deadline on Oct. 1 each year.

Reservists cannot carry over their leave from one year to the next if they are working on active duty under Military Personnel Appropriation orders or if working in direct support of war taskings under Overseas Contingency Operations funds. No action is required by Reservists since the military's computer software automatically sells the leave and pays it to the service member.

Local military personnel flights can provide more information about the AFR Leave Carryover Program. (Col. Bob Thompson, Air Force Reserve public affairs, Washington, D.C.) ★



PAYING PROPER RESPECT — When the American flag is weathered and torn, U.S. Code says Old Glory should be burned and disposed of with respect. Dave Graham, drug testing program manager for the 419th Medical Squadron at Hill Air Force Base, Utah, has collected and properly burned more than 150 unserviceable American flags over the last several years. As the former member of the 419th Fighter Wing Honor Guard received more flags from friends and family, he burned each one and added it to his growing bag of ashes. Graham recently buried the flag ashes at a location he calls Old Glory Lookout in Utah's Uintah Mountains. He said he will continue collecting and disposing of American flags to give them the respect they deserve. (Tech. Sgt. Richard Gonzalez, 419th FW public affairs)

It's Your Money

By Ralph Lunt
Pension Max?

A buddy of mine rang me a few weeks ago and asked me a few questions about his military retirement. He is married and a gray-area Reservist with a few years left until he starts drawing his retirement.



When that time comes, one of the decisions he will have to make is whether to take a reduced retirement to provide survivor annuity coverage for his wife.

Disclaimer time. This article is not a recommendation, but rather a suggestion to look into your situation regarding retirement and survivor benefits.

Please note, there are a lot of variables in retired pay in general and many more when it comes to making a decision about pension maximization. These include the amount of your retired pay, an estimate of cost of living allowance adjustments, your insurability, your spouse's health, etc.

Using a calculator (available at <https://www.hrc.army.mil/Calculators/SurvivorBenefitPayCalc.aspx>) I estimated my cost of reserve component survivor benefit plan (RCSBP) at roughly \$300 a month. This is a starting figure used as an insurance premium factor. From there you would then evaluate what type of insurance to purchase and the resulting death benefit.

Hypothetically, if an underwriter determined that I could get a \$350,000 policy, I'd then discuss the various options with my spouse. I'd discuss with her the option of taking the maximum military retirement and paying \$300 a month for an insurance policy on myself with her as the beneficiary.

If she were to outlive me, she would get a lump-sum payment from the policy, and our retirement payments would stop.

The other option is to take a reduced retirement, which would then provide a life annuity (for the surviving spouse) up to 55 percent of the retired pay amount.

Making this decision is a tough one and full of "what if's," to include our two daughters' well being. Pension max? It's an option, but entirely up to you and your world. Fly safe.

(Editor's note: This feature is designed to provide financial advice and information of a general nature. Individuals should conduct their own research and consult a financial adviser before making any financial decisions. Based in Cleveland, Ohio, Mr. Lunt is a certified financial planner and vice president of a financial planning and consulting firm. He is also a colonel in the Air Force Reserve, serving as the reserve forces director of the Great Lakes Region of the Civil Air Patrol adviser's program.)

Special Mission, Special Team

IMAs step up to serve on critical 3-D imaging project

Occasionally, a highly unique and dynamic mission comes along that requires diverse talent sets. There is a need for flexibility and highly experienced people to complete the mission effectively.

Recently, an intelligence community organization teamed up with the Army Geospatial Center to meet the challenge of staffing and managing the High Altitude LIDAR Operational Experiment by working closely with the Air Force Reserve to rapidly identify and put on orders a highly skilled group of individual mobilization augmentees.

The HALOE program utilizes a very specialized sensor designed by the Defense Advanced Research Projects Agency, hosted on a commercial business jet, to produce extremely precise three-dimensional topographical LIDAR data for U.S. and allied war fighters.

LIDAR stands for light distance and ranging. The concept uses laser light to map the Earth in three dimensions at very high resolution. The resulting data is presented as a point cloud — literally billions of individual points that represent photon returns from laser light. They are then re-assembled and displayed according to the position, elevation and time-data associated with them during a collection.

“Remember when you did connect-the-dots as a kid? Well, LIDAR is essentially the same thing only the points are so numerous that it takes very special computers and processing to re-assemble the points into something a human eye can recognize,” said Col. Stephen Hoogasian, the IMA who is leading the HALOE team.

“The mission before us was to prove the operational utility of the one-of-a-kind DARPA LIDAR sensor and provide scientific data for existing and future LIDAR systems,” Hoogasian said.

This effort included modifying the aircraft, developing on-board processing and creating an in-depth concept of operations during initial flight testing. It involved extensive flight tests of the system over a wide variety of terrain environments, including large cities, coastlines and mountainous areas.

“Combatant command leaders have been impressed with the results and requested use of the system in support of specialized theater intelligence requirements,” the colonel said.

The HALOE program operates from a specially modified Canadair BD-700 Global Express aircraft. This is the same aircraft series used by the Air Force for its Battlefield Air Control Network fleet, known as the E-11A and operated by Air Combat Command.

“The greatest strength of this aircraft is its civilian airliner design standard,” Hoogasian said.

As a result, the HALOE program has an aircraft operational availability rate above 95 percent, low maintenance costs and a wide operational envelope for mission performance. The aircraft can stay airborne in excess of 12 hours and fly above 40,000 feet.

Along with Hoogasian, the other IMAs on the team are Col. David Juras, Lt. Cols. John Cromwell, Scott Reed and Sharron Coley, and Maj. Jonathan Haag.

Cromwell serves as the director of air operations for the HALOE team. He leads all aspects related to modification of the aircraft. Additionally, he is responsible for planning and coordination for initial bed-down of the system. Cromwell was recruited and voluntarily transferred from the U.S. Coast Guard into the Air Force Reserve to work on this project.

Reed is responsible for overseeing the airworthiness determination and military flight release for the modified HALOE BD-700. In this role, he leads and manages people from multiple government agencies and civilian corporations. Their goal is to conduct an objective, third-party, risk-based assessment of the HALOE aircraft for safe operation in the Central Command area of responsibility.

Coley is the HALOE program deputy director. She is researching and building options and plans for active-duty and Reserve military crewing of HALOE and other special mission aircraft.

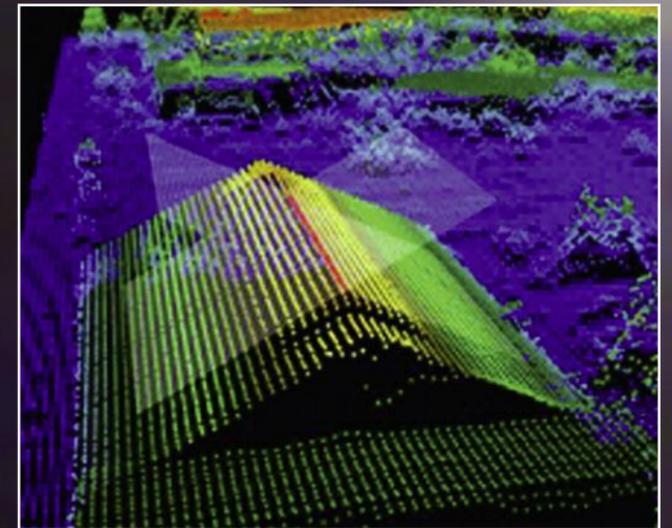
Juras has worked coordination issues with CENTCOM for the HALOE program through his position at the Intelligence Surveillance and Reconnaissance Task Force. He is the Reserve deputy director of intelligence in the National Joint Operations and Intelligence Center at the Pentagon.

Haag formerly served as the program manager during the highly dynamic sensor-hosting period for the HALOE program, performing a 14-month unaccompanied tour supporting HALOE acquisition requirements. The major now serves as the deputy chief of portfolio management for the Mission Support Directorate at the National Reconnaissance Office.

The members of the HALOE IMA team were assembled from multiple major commands and are all on Military Personnel Appropriation orders. The long-term nature of the project required the utilization of a special Defense Department program run through the Defense Finance and Accounting Service known as PFI — Personnel Force Innovation.

“We worked closely with the joint director, Col. Mark Sweitzer, and his team to identify and bring on the right folks in a very rapid time frame,” Hoogasian said. “This allowed us to hire exactly the people needed for the duration required.”

“The PFI program has the flexibility to do by-name requests or identify military volunteers with the knowledge, skills and abilities to do the job. PFI partners with the services to approve funding authorizations, process military orders and assign service members to work at various DOD agency locations for tours



The extremely accurate three-dimensional mapping data produced by the HALOE program has attracted the attention of decision-makers and field operators at multiple levels.

from six months up to three years.

“The extremely accurate three-dimensional mapping data produced by the HALOE program has garnered the attention of decision-makers and field operators at multiple levels,” Hoogasian said.

Lt. Gen. James F. Jackson, Air Force Reserve Command commander, learned about the program and IMA involvement in October. Other leaders who have visited the HALOE team include former Secretary of the Air Force Michael Wynne, DARPA Director Arati Prabhakar and a host of officials from the

National Geospatial-Intelligence Agency, the National Reconnaissance Office and the Pentagon.

“The HALOE program itself is an unclassified effort, but the unique applications of the technology are proving to be quite revolutionary, and we aren’t able to discuss many mission particulars,” Hoogasian said. “However, the very innovative use of PFI to cost effectively meet the program’s highly specialized mission demands is definitely worthy of note.”

“The successful execution of this program is the direct result of the superb combined efforts by members of Air Force Recruiting Service, the Air Reserve Personnel Center and Reserve Command, as well as the Defense Finance and Accounting Service and the Space and Naval Warfare Systems Command. Our heartfelt thanks go out to all the people and organizations who assisted in creatively making this mission happen.” ★



(Left to right) Individual mobilization augmentees Lt. Col. Scott Reed, Col. David Juras, Col. Stephen Hoogasian, Lt. Col. John Cromwell and Lt. Col. Sharron Coley pose in front of the BD-700 aircraft from which the High Altitude LIDAR Operational Experiment is operated. HALOE produces extremely precise three-dimensional topographical light distance and ranging data for U.S. and allied war fighters.



McChord airlifters achieve Operation Deep Freeze milestone

By Staff Sgt. Sean Tobin

(Editor's note: On Oct. 14, Airmen from the active-duty's 62nd Airlift Wing and Air Force Reserve's 446th AW at McChord Field, Wash., achieved a milestone by flying the 500th C-17 Globemaster III mission to Antarctica in support of Operation Deep Freeze. Deep Freeze is a joint service operation that provides airlift support for the National Science Foundation's scientific research. C-17 crews, operating as part of the 304th Expeditionary Airlift Squadron, fly scientists and cargo to McMurdo Station in Antarctica from their base of operations in Christchurch, New Zealand. The following story documents one of these missions.)

Roughly four hours after take-off, there's a rumble downstairs as passengers and crew come to life and start preparing for what's ahead. Only an hour remains of the relative warmth inside the jet. It's about to get cold. Real cold.

Upstairs, one by one, the crewmembers on the flight deck step away from their seats and begin the process of putting on their extremely cold weather gear. It's a process they put off doing until the last hour of the flight. It's not exactly extremely cold on the jet, and the gear works really well.

Not too far in the distance, a solitary runway has been carved into the frozen ocean and awaits the plane's arrival.

The plane, a C-17 Globemaster III from McChord Field, Wash., flying under the call sign Ice 07, is on a mission to deliver dozens of National Science Foundation scientists and tons of cargo to McMurdo Station, Antarctica, in support of Operation Deep Freeze.

The mission is difficult and potentially very dangerous. However, it is a mission McChord Field C-17s and crews have flawlessly performed hundreds of times

before, thanks to some careful planning and dedicated Airmen from the 62nd and 446th Airlift Wings.

"Antarctica is the most remote and inhospitable location on the globe," said Lt. Col. Brent Keenan, 304th Expeditionary Airlift Squadron commander. "Because of the difficulty of the mission, we bring only the best C-17 crews and maintenance personnel we have."

The 304th EAS, comprised of McChord Field Airmen, uses the international airport at Christchurch, New Zealand, to fly its support missions to Antarctica. McChord C-17s have been used to support Deep Freeze since 1999. Before that, the C-141 Starlifter was used.

Flying into and out of Antarctica, which can be the coldest, windiest and most desolate environment in the world, brings with it unique challenges not found in any other part of the world. Pilots are faced with the difficulty of visually spotting and landing on a runway made of ice and surrounded by nothing but more ice.

"It's white behind white behind white," said Lt. Col. Jason Taylor, a McChord Air Force Reserve pilot with

the 728th Airlift Squadron. "There is not nearly as much contrast between the runway and its surroundings as there is with a traditional runway."

The runway, which is carved into the seasonal sea ice, is essentially floating.

"If you smack down hard on it like a paved runway, it can create waves in the ice and crack," Taylor said.

Once safely on the ice, the task of offloading passengers and equipment begins. In addition to that, maintenance crews begin the task of ensuring the aircraft is still mission capable so it can turn around and leave after it's offloaded.

"It's important that we bring the most reliable aircraft," said Staff Sgt. Matthew Lee, 62nd Aircraft Maintenance Squadron flying crew chief. "If we break down while we're there, we're all alone."

Fortunately, Ice 07 has no maintenance issues, and the ground crews and loadmasters work quickly to offload all of the cargo. After a little more than an hour on the runway, the C-17 lifts off and heads n back to New Zealand. ★

(Tobin is assigned to the 62nd AW public affairs office at Joint Base Lewis-McChord, Wash.)



Col. Kathleen Barrish and her husband, Bob, had two sons of their own before deciding to add to their family through adoption. Today, their family portrait features Adam on the front row, Benjamin, Kathleen, Bob and Andy on the middle row and Crystal and DJ on the back row. The Barrishes are currently in the process of adopting Crystal.

Finding your Family

For a number of Air Force Reservists, adoption is the best option

By Capt. Candice Allen

Adopting a child is risky business for some; however, for others the experience is a source of endless joy and love that makes any challenges involved well worth potential risks. After having two boys of her own, Col. Kathleen Barrish, a Readiness Management Group program manager for Det. 4 in Colorado Springs, Colo., realized that she and her husband, Bob, were not done parenting.

"Like many, I never dreamed of becoming an adoptive parent," Barrish said. "I gave birth to two sons, both with their own unique personality, and I cherished every stage of their development. It wasn't until they were on the cusp of being young men that my husband and I realized we weren't ready to be done with parenting."

There are multiple ways to adopt a child. Adoptions can be handled through adoption attorneys, private agencies, facilitators or public agencies, or some sort of combination.

Barrish chose to become a certified foster parent and then pursue adoption. She and her husband met with adoption agencies and inquired about dozens of kids. Despite their deliberative efforts, she said both her adopted daughter and son literally fell into their laps.

"We received a phone call about our son two days after we were certified as foster-to-adopt parents," Barrish said. "He was in a must-move situation, and two weeks later our son was with us."

The situation surrounding their daughter's adoption was similarly unusual.

"Our daughter's caseworker received our family biography that we distributed as we pursued kids available for adoption," Barrish said. "She received the bio from a co-worker, outside of normal protocol for a foster placement, and decided to pursue us (usually the adoptive parents contact caseworkers, not the other way around). She took a leap of faith, and in that we received the gift of our daughter, who is a perfect fit for our family and the apple of my husband's eye."

Barrish still marvels at how her two adopted kids found a place in her heart. She said she loved them even before seeing their smiling faces in a photograph.

"(When you are pregnant) you are in love with your child for nine months before you even see him, and the minute he is born, you know he is yours," Barrish said. "It was the same with my son and daughter. We loved them because they were to be our children — regardless of the delivery method — and

ON ANY GIVEN DAY, MORE THAN 100,000 CHILDREN IN FOSTER CARE IN THE UNITED STATES ARE AVAILABLE FOR ADOPTION.

as we met and got to know them, we built a parent-child relationship, and that love within our family blossomed."

For Col. George Fenimore and his wife, Jannirose, adopting a child was something they wanted to do for a while. In fact, adoption runs in their family.

"My mother was adopted in 1923," said Fenimore, an RMG program manager for Det. 12 at Wright-Patterson Air Force Base, Ohio. "My wife is adopted, and now we adopted Charlie, my oldest son."

The Fenimores turned to adoption after trying to have their own children.

"After 12 years of marriage and numerous miscarriages, we turned to adoption and explored the 'healthy' baby avenue," the colonel said. "We were quickly turned off by the process — marketing and promoting ourselves and competing with other couples. So we changed our focus to adopting hard-to-place children with special needs."

In 1993, the Fenimores adopted a 1-month-old named Charlie who has Down syndrome and had been diagnosed with a minor heart condition. A few hours after Charlie's birth, his biological

parents learned of his medical problems and decided they were unprepared to raise him.

Fenimore said when he and his wife held Charlie in their arms for the first time, it felt like the sun was shining in their hearts.

"Having a special-needs child has been profoundly rewarding," he said. "Charlie brings love and joy to all he meets."

Being in the military has served Fenimore well. In particular, the Reserve program provides more family stability, predictability and control over the assignment process.

"Having a special-needs child motivated me to leave active duty and join the Reserve, where we have enjoyed fewer PCS (permanent change of station) moves, better stability and an improved quality of life," Fenimore said. "For me, I was able to transition to the Reserve and gain stability with a great Reserve program."

The Fenimores said they did not have to answer the question, "What if we get assigned to Base X?" while caring for a special-needs child. Instead, they were able to remain at Laughlin AFB, Texas, for 12 years, nine of those in the Reserve. In 2008, they welcomed the opportunity to move to Wright-Patterson, where Charlie has thrived.

The military also helped Lt. Col. Christopher Padbury, an individual mobilization augmentee assigned to the 460th Space Wing at Buckley AFB, Colo., expand his family through adoption.

Padbury was initially reluctant to consider adoption.

"My wife and I always wanted a big family," he said. "I always thought it would come through birth, and she always thought it would come through a combination of birth and adoption," he said.

When Padbury's wife was unable to conceive naturally, she urged him to consider adoption.

"Gradually I came on board with adoption and witnessed six amazing miracles come into our lives," Padbury said.

"I owe a huge debt to the U.S. Air Force for its awesome support of my adoptions and my family," he said. "I participated in its very helpful adoption reimbursement program for three of my six children."

Resiliency, bravery — lessons taught from unexpected teachers

There are many lessons in life to be learned, and sometimes the best lessons come from unsuspected sources. For the Barrishes, Fenimores and Padburys, their adopted children have been great teachers.

"They have shown bravery that would rival any soldier and resiliency in a world that continuously brings challenges into their young lives," Barrish said. "Through therapy, remedial academic classes and daily lessons on how to be 'a family,' my children have worked hard to heal themselves and be the best they can be, despite the gaps in their education and previous unconventional family life.



Charlie Fenimore, the adopted son of Col. George and Jannirose Fenimore, receives a ribbon during the 2011 Special Olympics at Central State University in Ohio. "Having a special-needs child has been profoundly rewarding," Colonel Fenimore said. "Charlie brings love and joy to all he meets."



Lt. Col. Christopher Padbury and his wife, Sarah, have six adopted children. Gathered together for Christmas 2011 are (back row, left to right) granddaughter Lilliana, Christopher, Sarah, granddaughter Claudia, daughter Hannah, daughter Mariah, granddaughter Anayeli, daughter Carmelita and grandson Manuelito. On the front row are sons Ethan and Jacob and daughter Jalaya.

"Both of my children were older adoptions, each having led a life of transitions, rejection and heartbreak, all attributed to the adults who were supposed to be caring for them," Barrish said. "And, yet, these children are optimistic, happy and content, with unconditional love for my husband and me.

"But mostly I have learned the true meaning of hope and to always be true to yourself, despite the most demoralizing situations. My adopted children are my heroes, and someday I hope to live up to the standard that they have both set for me."

Barrish and her husband are in the process of adopting a third child, the older biological sister of their adopted daughter.

"Regardless of whether we get to adopt her before she turns 18, we've made her a member of our family and love her as our daughter," Barrish said.

Fenimore said his son, Charlie, as a mainstream high school senior, was inducted into the National Honor Society. He plans to get a job and enroll in post-secondary education.

He said Charlie has taught him the value of life and that Down syndrome is nothing to be afraid of.

Padbury is now more flexible in his family expectations than ever before.

"If I had really known that earlier in my life and been more compassionate to these things, I think I could have done so much more," he said.

Padbury served as the executive director of Project 1.27, a Colorado-based nonprofit organization dedicated to training and supporting adoption/foster families as well as collaborating with local churches to assist these families. Started in 2005, the organization recently celebrated its 213th adoption.

"Although my children are adopted, I was alarmed when I discovered that there are more than 100,000 orphans in the United States," Padbury said. "On any given day, more than 100,000 children in foster care are available for adoption."

November is National Adoption Month. Former Massachusetts Gov. Michael Dukakis started an Adoption Week in 1976 to promote awareness of the need for adoptive families for children in foster care. Eight years later, President Ronald Reagan proclaimed the first National Adoption Week. President Bill Clinton expanded the awareness week to the entire month of November. ★

(Allen is chief of public affairs for Headquarters Readiness Management Group at Robins Air Force Base, Ga.)

Boomer with a Brush



Senior Master Sgt. Darby Perrin splits his time between his two offices at Tinker Air Force Base, Okla. One is his studio at the Skills Development Center where he paints pictures of military and non-military aircraft.

Tinker boom operator is an accomplished aviation artist

By Bo Joyner

One of the top aviation artists in the country, Darby Perrin has painted pictures of hundreds of Air Force aircraft over the past 25 years. As an Air Force Reserve boom operator, Senior Master Sgt. Darby Perrin has refueled even more.

Perrin, who is assigned to the 507th Air Refueling Wing at Tinker Air Force Base, Okla., splits his time between two "offices." His first office is the back of a KC-135 Stratotanker where he pumps gas to a wide range of fighters, bombers and transport planes thousands of feet above the Earth. His second office is a 1,000-square-foot studio at the base's Skills Development Center where he deftly puts paint to canvas and brings those same fighters, bombers and transporters to life.

"I fly and I paint. I paint and I fly. I'm living the dream," Perrin said from his

studio, where he just finished his latest painting of a B-17 Stratofortress in flight.

Perrin has been combining his love for painting and aviation since he joined the Air Force in 1986.

"My first assignment was at Eielson Air Force Base in Alaska where I was put to work as a crew chief in the 6th Reconnaissance Wing, maintaining RC-135 spy planes," he said. "A friend of mine commissioned me to paint an RC-135V being escorted by a Russian MiG-31 Foxhound. That was the first of hundreds of images I would produce as lithographs, and within a month, I was sold out.

"Everything just kind of took off from there. Wherever my Air Force career has taken me, I've kept on painting."

After Eielson, Perrin worked as a phase dock inspector for the 89th Airlift Wing's fleet of VC-135s, VC-137s and VC-9s at Andrews AFB, Md.

"I enjoyed working on aircraft, but I really wanted to fly," he said.

So, he retrained as an airborne com-

munications technician aboard the E-3 Sentry airborne warning and control system aircraft and was assigned to Tinker.

"I made lots of friends in the AWACS community and was able to travel all around the world," he said.

Four of his close friends lost their lives on Sept. 22, 1995, when an E-3 with the call sign Yukla 27 took off from Elmendorf AFB, Alaska, struck a flock of geese and went down in the woods a few miles away. All 24 crewmembers were killed.

Perrin designed a memorial to Yukla 27 that stands at Tinker. The memorial was paid for by selling a memorial print titled "Twenty Four" that Perrin painted to honor the 24 people killed in the crash. He donated the original painting to the 962nd Airborne Warning and Control Squadron, the organization to whom the crewmembers were assigned.

Perrin left active duty in 1996 to try his hand at being a full-time professional artist.

"I quickly found out that the life of a starving artist isn't all peaks," he said. "There are lots of valleys, and I needed a way to make ends meet between the peaks."

That's where the Air Force Reserve came into play.

"I joined the Reserve at the end of 1998 as a KC-135 boom operator," he said. "And now the valleys aren't so deep."

Perrin said he flies three or four days a week and paints three or four days a week, gathering inspiration for his work in the studio from the time he spends in the back of a KC-135.

"Flying translates directly into inspiration and stimulates imagination," he said. "Both of these are critical for me to paint well."

Perrin sells lithographs out of his studio and online, but he said he generates most of his business at various art shows throughout the country. His paintings can take up to 200 hours, spread out over three or four weeks, to complete.

Asked if he has a favorite painting among the hundreds he



When Perrin's not in his studio, he's likely in his other office — the back of a KC-135 Stratotanker where he refuels a wide range of fighters, bombers and transport planes as a boom operator with the 507th Air Refueling Wing. Below are just a few of the hundreds of paintings Perrin has produced over the last 25 years.

has done, Perrin said his favorite is always the one he is working on at the time.

"I start out with an idea in my head and then do a little rough sketching," he said. "But, the finished painting never ends up like the one I originally envisioned. I just go wherever the painting takes me."

Perrin encourages Reservists who find themselves at Tinker to come by his studio in the Skills Development Center and chat for awhile. If he's not in his airborne office, he would love to put down his paint brushes for a few minutes and show you around his other office. ★





On Jan. 10, 1958, Lt. Gen. William E. Hall (third from left), Continental Air Command commander, swore in Master Sgt. Samuel C. McCormack (second from left) and Tech. Sgt. James W. Clark (far right) as the first two Air Force Reserve air reserve technicians. L.C. "Lee" Lingelbach, far left, was on hand to witness the ceremony.

From Dream to Reality

After 55 years, ART program remains stabilizing force

By Gene Van Deventer

Darn neckties. I never did like putting them on or taking them off. But I was forced to loosen one up and pull it off the man who was lying beneath me on the floor after he experienced a massive heart attack.

By the time one other man and I managed to undo the tightly tied knot, some nurses and paramedics were on the scene performing CPR and eventually electrical shocks to get him back to consciousness and life. It didn't work.

What a terrible way to introduce oneself to the legendary L.C. "Lee" Lingelbach, who many affectionately refer to as the

"Father of the Air Force Reserve air reserve technician program." That warm July night in 1989, I, along with many others, was attending a retirement dinner at the Officers Open Mess at Robins Air Force Base, Ga. Almost immediately upon returning to his seat at a table next to mine, having just made a presentation at the podium, Lingelbach had his fatal moment.

Little did I know how huge a shadow this man had cast over the Air Force Reserve since the 1950s. My only wish was that I had met him under different circumstances.

In the early beginnings of the Air Force Reserve, there were

many initiatives to try and find a balanced organizational structure and manpower system to make the Reserve system work efficiently. In 1947, Secretary of Defense James V. Forrestal appointed Gordon Gray, then the assistant secretary of the Army, to head a Committee on Civilian Components to review civilian positions within the services for best fit and utilization.

His committee made many far-reaching recommendations, including the idea that full-time personnel be assigned as members of reserve units to establish a permanent foundation of administrators by utilizing reservists called to active duty to man personnel positions on flying center staffs. They were called Category R reservists.

There were advantages and disadvantages to the Category R program. Lt. Gen. Ennis Whitehead, commander of Continental Air Command, warmed to the idea that the program would definitely help establish day-to-day continuity at reserve locations during the weeks that the part-time reserve force was not present for duty. However, he was not satisfied with the concept of permanent military personnel remaining on an active tour being exempt from overseas service.

Whitehead and other ConAC senior leaders determined the initiative did not adequately meet the Air Force Reserve's needs. They then pushed forward the suggestion to establish a technician program similar to what the Air National Guard utilized.

In 1954, Lee Lingelbach was serving as ConAC's director of civilian personnel. He sponsored and pushed forward a strategic personnel plan that called for employment of ARTs to fill the critical need for continuity of effort at flying centers and, eventually, wings spread across the continental United States. These ARTs would be members of their assigned units, serving in uniform during their military training while simultaneously serving in a civil service capacity during the normal work week.

The objective of the ART concept was to establish maximum combat readiness effectiveness with lower personnel costs. The ARTs would work reserve issues at their locations on a daily basis rather than leaving them unanswered until the unit assembled en masse.

The plan had to make it through multiple layers of approval, including the Air Staff, secretary of defense and Civil Service Commission, before being implemented. From 1954 to the program's implementation in 1958, the initiative experienced a number of re-writes and bureaucratic overtures from higher echelons that would have normally meant the death of the plan. However, with every hurdle the plan faced, Lingelbach and others in ConAC were right there to make the necessary changes and keep pushing it forward.

The Air Staff and Civil Service Commission's questions were not all frivolous. Some major items needed clarification before the program could go anywhere. These concerns encompassed

The objective of the ART concept was to establish maximum combat readiness effectiveness with lower personnel costs. The ARTs would work reserve issues at their locations on a daily basis rather than leaving them unanswered until the unit assembled en masse.

such things as determining rules and possible exceptions to competitive service, ensuring military service obligations and determining age limit considerations.

Through years of questioning, revising, brainstorming and defending, Lingelbach never dropped the ART cause. Despite long odds, he continually forged ahead. He fervently believed that the ART program was the best way the Air Force Reserve could provide a stabilizing force for a part-time military organization. He was relentless in his journey.

Final program resolution came about on Jan. 10, 1958, during a swearing-in ceremony at Headquarters ConAC, when Lt. Gen. William E. Hall, ConAC commander, enlisted Master Sgt. Samuel C. McCormack and Tech. Sgt. James W. Clark as the first two Air Force Reserve ARTs.

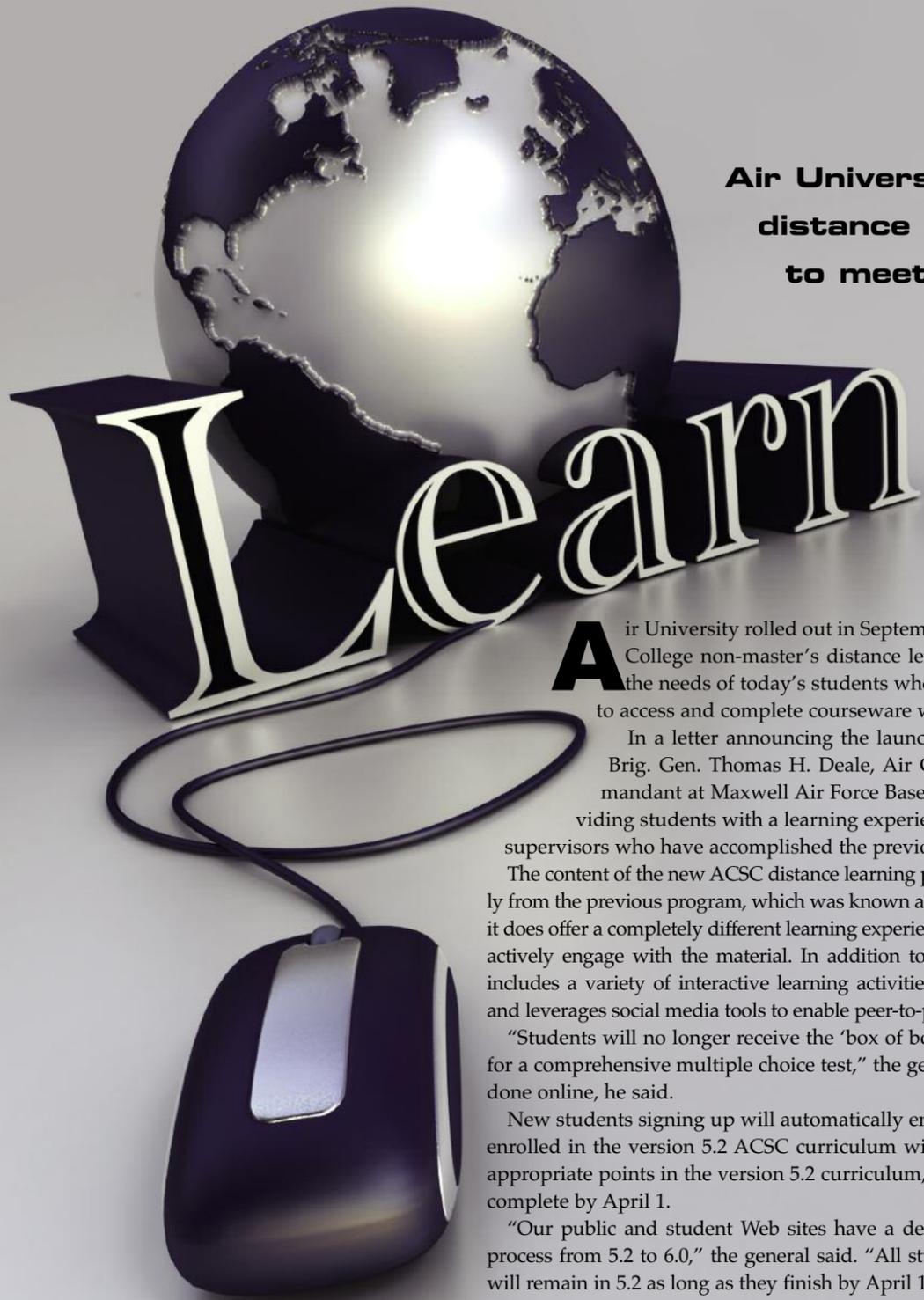
In the years since 1958, the ART program has required some necessary tweaking. But, today, it remains the stabilizing force — nearly 10,000 strong — that Lingelbach and others envisioned it to be.

Determination against strong outside forces, persistence to a cause that some would think unwinnable and the fortitude to see a seemingly impossible dream come true: these are characteristics that are truly worthy of emulation.

In 1998, the Professional Development Center at Robins AFB was dedicated to Lingelbach's lasting heritage. His career accomplishments spanning 48 years of civil service were highlighted at the ceremony along with his crowning achievement, the ART program. As a testament to Lingelbach's resiliency and stalwart dedication to the Air Force Reserve, the narrator commented that during his lengthy years of service, "he used a total of four hours of sick leave!" He never left his post.

What Lingelbach left the Air Force Reserve was much more than the ART program. He left behind a legacy of service before self. ★

(A frequent contributor to Citizen Airman magazine, Van Deventer is assigned to the Expeditionary Combat Support Division of the Installation and Mission Support Directorate at Headquarters Air Force Reserve Command, Robins AFB.)



Air University rolls out new distance learning program to meet students' needs

Air University rolled out in September a new Air Command and Staff College non-master's distance learning program designed to meet the needs of today's students who are globally deployed and desire to access and complete courseware when and where they choose.

In a letter announcing the launch of the new program, called 6.0, Brig. Gen. Thomas H. Deale, Air Command and Staff College commandant at Maxwell Air Force Base, Ala., said it is totally online, providing students with a learning experience "unlike any of their peers and supervisors who have accomplished the previous correspondence course."

The content of the new ACSC distance learning program does not deviate extensively from the previous program, which was known as version 5.2. However, officials said it does offer a completely different learning experience in that students are able to more actively engage with the material. In addition to readings, Deale said the program includes a variety of interactive learning activities and computer-based simulations, and leverages social media tools to enable peer-to-peer interaction and learning.

"Students will no longer receive the 'box of books' and travel to a testing center for a comprehensive multiple choice test," the general said. All assessments will be done online, he said.

New students signing up will automatically enroll in the new program. Students enrolled in the version 5.2 ACSC curriculum will transition to the new version at appropriate points in the version 5.2 curriculum, Deale said. This transition will be complete by April 1.

"Our public and student Web sites have a detailed description of the transition process from 5.2 to 6.0," the general said. "All students in the joint warfare courses will remain in 5.2 as long as they finish by April 1."

Deale said the self-paced courses and online seminars will take seven to 12 months, on average, to complete. Unlike the earlier program, there is no time limit. Students can enroll in subsequent modules at times of their choosing, providing better accommodation of work and deployment schedules. Deale said students will have limited opportunities to accelerate completion of the course but will have a "much more interactive and engaging learning experience."

"We are very excited about this program," the general said. "We understand it is a paradigm shift for our commanders and students, but we hope students will find more educational value in this approach, just as we have experienced from the ACSC online master's program students. If they put forth the effort to make the most of their ACSC distance learning experience, they will leave this program better prepared to lead through whatever challenges the future brings." ★ (Staff reports)



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