

DESERT EAGLE

Volume 10, Issue 9
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Combat Construction

DESERT EAGLE

Volume 10, Issue 7

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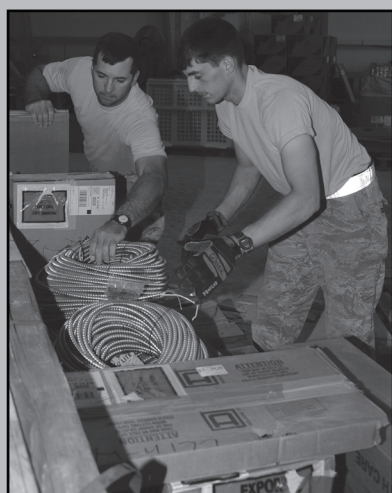
Senior Airman Kasey Zickmund

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All photographs are Air Force photographs unless otherwise indicated.

Commentaries and Warriors of the Week are scheduled according to a squadron rotation. Unit commanders and first sergeants are the points of contact for submissions.

For more information, call 436-0107.



Staff Sgt. Scott Miller (left), 1st Expeditionary Red Horse Group structural craftsman, and Staff Sgt. Rod Savage (right), 1st ERHG unit training manager, arrange supplies on a pallet for shipment at non-disclosed Southwest Asia location Tuesday.

Wingmen as leaders

By Lt. Col. Joel Gartner
379th Expeditionary Logistics
Readiness Squadron commander

As commander of more than 400 logistics professionals, I employ a unique attention-getting step to welcome new Airmen to the squadron. "If you are a Wingman, please stand up," I direct toward the end of my squadron orientation briefing.

The comment unfailingly results in the assembled Airmen, groggy from jet lag and the hectic pace of work at this deployed location, sheepishly pushing away their chairs and slowly rising to their feet. But, my purpose is to challenge, not embarrass:

I insist on ensuring our Wingmen serve as leaders.

Instead of the standard Air Force admonishment to watch out for each other and never let a fellow Airman flail alone, I point to aviation pictures on a squadron slideshow. Each photo depicts airplanes flying in formation,

from B-17s assigned to the 379th Bomb Group during World War II to the present-day Thunderbirds, to the unmistakable profile of F-15s flying the famous "Missing Man" formation. But a photo of two F-22s is the focus of this particular slide and best illustrates my intended message.

I continue by noting that each of the represented formations includes Wingmen. (Note: a formation without

Wingmen is a solo). Although each formation includes a varying number of Wingmen, the common element in each aircraft photographed is the presence of a leader.

These leaders are consistently in front of the formation, organizing its airpower elements, guiding the timing, speed and direction of the formation

and ensuring the best opportunity for unit success.

Without a leader, these formations would be aimless. Wingmen associated without the purpose and mission focus embodied by a leader would not be positioned to successfully execute



SEE WINGMEN ON PAGE 3



Commander's Action Line

- The Action Line is your direct link to Brig. Gen. Stephen Wilson, 379th Air Expeditionary Wing commander.
- Use it if you have questions or comments about the base that cannot be resolved by your chain of command or base agencies.
- Each question will be reviewed, answered and may be published on a case-by-case basis. E-mail 379aewactionline@auab.afcent.af.mil.

Safety Snapshot



Snuffy shouldn't have worn his head-phone's while running on the road.

FROM WINGMEN ON PAGE 2

their tasks, poorly postured to support the other and incapable of making appropriate, mutual decisions to guide the conduct of the formation. Wingmen would assume roles and responsibilities that may not be in the best interest of the particular formation or unit.

Imagine the risk of F-22 wingmen flying without a leader. Both may have the best of intentions based on their common experiences, training and professionalism, but they may still break formation in response to a threat in opposite directions. Or, they may lose some self-discipline and drop sufficient situational awareness, thus colliding with each other.

The principle of leaders setting the purpose, role and mission of a particular formation is not limited to

aircraft, and clearly informs my point – our Air Force needs more than just Wingmen.

My Airmen embody this mandate. On the intramural basketball court last rotation, passions ran high, contact was commonplace and our point guard – an airman first class – was becoming more frustrated. When he was fouled hard at the top of the key, our power forward – a senior airman – quickly ran to his side, embraced him and moved him away from the opposing player and referee. He stayed glued to the side of his Wingman until our guard calmed down sufficiently to line up for the free throws, sank them both and resumed his role as floor leader of the team.

We proceeded to win that game and keep all of our players eligible for

the next round. The leadership of the senior airman delivered a victory for our squadron and demonstrated that wingmen need to be more than role players to ensure unit success. Had the senior airman failed to recognize the risks assumed by our airman first class and ignored his responsibility to react appropriately to this situation, the outcome of this game could have been very different.

Our Air Force needs capable and trained Wingmen willing to be leaders. Regardless of duty status, rank or location, every Airman should be ready to act as a leader for his formation, enabling an Air Force fully prepared to fly, fight and win. My challenge remains: Be more than a Wingman; lead.

Combat construct

By Senior Airman Spencer Gallien
379th Air Expeditionary Wing
Public Affairs

Since the beginning of Operation's Iraqi and Enduring Freedom, one group has left an indelible imprint that can be seen at almost every combat location throughout the AOR.

The 1st Expeditionary Rapid Engineers Deployable Heavy Operations Repair Squadron Engineers Group, consisting of more than 570 servicemembers and encompassing 44 Air Force Specialty Codes, came together as a unit to provide the AOR \$107.7 million worth of construction projects in four countries since January 2009.

Contracting, personnel, engineer, finance, transportation and logistics Airmen are just a small sampling of the types of career fields needed at the 1st ERHG to keep their mission running smoothly.

Since deploying to the AOR in September, the current RED HORSE rotation has completed 106 United Nations International Security Assistance Forces, U.S. Forces Afghanistan, Air Force Central Command, U.S. Forces Iraq, Naval Construction Regiment and various other government agencies' construction projects and initiatives.

"U.S. Air Forces Central, U.S.

Forces-Afghanistan, and U.S. Forces-Iraq send us their lists of theater-priority projects. As soon as we receive them, our design engineers begin planning the projects," said Maj. Eric Mannion, 1st ERHG deputy commander. "After the design engineers are done designing, we'll move the project through supply, contracting, and finance to buy the materials we need."

After the materials and equipment necessary to complete the project is acquired, a team of Airmen palletize the material and send it downrange, along with RED HORSE members to begin the project.

From runways to building complexes, the 1st ERHG is building up the AOR, providing servicemembers the facilities needed to accomplish their mission.

At one forward operating base, a team of RED HORSE Airmen is building one of the largest runways in theater. The 8,000 foot runway is being constructed to support heavy aircraft such as the C-17 Globemaster III.

At some of the most austere locations military forces finds themselves during current operations, RED HORSE helps sustain life and mission through construction initiatives.

A well drilling team has currently completed seven wells at various

forward operating bases valued at \$2.6 million dollars. Those wells provide units at those FOBs the ability to acquire their own water, rather than relying on ground or air assets to deliver it.

"The wells we provide for on-site water supply at FOBs help save lives and Air Force resources," said Senior Master Sgt. Bequetta Washington, 1st ERHG first sergeant. "By providing water wells, we help keep convoys off roads—saving lives. We also don't have to airdrop water in—saving Air Force resources."

Currently, the pallet team responsible for palletizing, processing and shipping equipment and material downrange to mobile RED HORSE teams has been working hard to ensure construction units can accomplish their mission.

The pallet team averages 36 pallets, weighing about 210,000 pounds, worth roughly \$670,000 per week. During the entire deployment, the group projects a total of 936 pallets weighing in at 5,460,000 pounds worth \$17.42 million.

The large amount of material and equipment moved through the group, and forwarded to bases throughout the AOR, creates a difficult job for the pallet team, as well as the Airmen in charge of handling the group's logistics.

RED HORSE also utilizes an organic "outside the wire" Combat



Senior Airman Dale Guinn, 1st ERHG logistics technician, places insulation on a pallet for shipment at a non-disclosed Southwest Asia location Wednesday.

tion services AOR



U.S. Air Force photos/Senior Airman Kasey Zickmund

Staff Sgt. Rod Savage, 1st Expeditionary Red Horse Group unit training manager, covers a pallet prepared for shipment at a non-disclosed Southwest Asia location Tuesday.



Senior Airman Dale Guinn, 1st Expeditionary Red Horse Group logistics technician, wraps a pallet of insulation for shipment at a non-disclosed Southwest Asia location Wednesday.

Logistics Patrol team to move project materials and equipment throughout Afghanistan. To date the CLP team has moved more than 1,000 short tons to re-supply the remote RED HORSE forward operating sites.

"I've deployed with RED HORSE twice," said Capt. Steve Wymore, 1st ERHG logistics readiness officer. "The pace is non-stop here. The ops guys build faster than we can procure material."

The group has currently completed 11 construction projects worth \$7.4 million at Bagram Air Base, Afghanistan, nine initiatives worth \$33.9 million at FOB Dwyer, Afghanistan, 24 projects at Kandahar Air Base, Afghanistan, valued at \$22.2 million and nine projects at Ali Air Base, Iraq, worth \$9.4 million.

"During every deployment rotation, RED HORSE squadrons that make up the (1st ERHG) leave a mark on the AOR that will be here for years to come," said Major Mannion. "From the first time I came here in 2000 to now, I'm very impressed with the progress I've seen."

Weapon System of the Week



U.S. Air Force photo/Staff Sgt. Robert Barney

A B-1B Lancer aircrew, from the 37th Expeditionary Bomber Squadron, prepares to fly a sortie, Sept. 3, in Southwest Asia. The B-1B was featured as the 379th Air Expeditionary Wing's "Weapon System of the Week" from Feb. 1 to 6.

By Staff Sgt. Kelly White
379th Air Expeditionary
Wing Public Affairs

Most everyone serving at the 379th Air Expeditionary Wing can tell by their workload alone that they're supporting one of the largest, most diverse expeditionary wings in the Air Force, but from an isolated work center, it may be difficult to grasp what that really means.

Officials here offer members a program to remedy that – the Weapons System of the Week.

"The Weapons System of the Week showcases all of the different units at this location in Southwest Asia and lets them explain what they do, to other personnel serving here," said Maj. Joseph Siberski, 379th Expeditionary Operations Support Squadron senior

mission director and Weapons System of the Week project officer.

Each week, the program features a different weapons system – from Air Force tanker aircraft to an Army Patriot Missile battery.

"There's a 20-minute briefing, where people will learn about the featured weapons system – its capability, background and its

role here," Major Siberski said. "Then, we travel to the location on base where the system operates, and they'll get to see, first-hand, what the system is and how it works."

The secret-classified briefing, open to military and civilian U.S., British, Australian and Canadian personnel with proper security clearance, is scheduled every Friday at 11 a.m. in the Aircrew Briefing Room, Bldg. 3925, in Ops Town. Joint Personnel Accountability System certificates, or Coalition equivalent, are checked to verify clearance. A tour follows the brief, and transportation is provided to and from the tour site. The nearest bus stop to the briefing location is the Red Line, stop 18.

The weapons system featured each week is posted in the Daily Dispatch.

"We do this to educate personnel who might not know all the things that are going on here to support (Operations Iraqi and Enduring Freedom) and (Horn of Africa) operations," said the major.



U.S. Air Force photo/Tech Sgt. Michelle Larche

Servicemembers tour a PAC-3 Patriot Missile launcher as part of a "Weapons System of the Week" tour at a non-disclosed Southwest Asia location, Jan. 28.

Staff Sgt. Brinnae Wigley

736th Aircraft Maintenance Squadron

hydraulic systems craftsman

Home station: Dover Air Force Base, Del.

Arrived in AOR: December

Deployment goals: My deployment goal is three-fold. I would like to broaden my knowledge on the aircraft as a whole, I would like to lose weight and get more physically fit, and I would also like to use the time I have here to study for promotion to technical sergeant.

Best part of the deployment: The best part of this deployment is getting to meet new people from other bases while getting closer to the ones from my homestation I deployed with.

Hobbies: Soccer, video games and playing with my daughter.

Best Air Force memory: My best Air Force memory is when I got to re-enlist on a C-17 Globemaster III while it was flying over the country of Georgia.

Nominated by Tech. Sgt. Roy Lee: "Sergeant Wigley has demonstrated an unquenchable willingness to learn new tasks, and crossing Air Force Speciality Code boundaries, increasing aircraft system knowledge. No matter what is asked, she always steps up without hesitation to get the job done."



U.S. Air Force photo/Senior Airman Kasey Zickmund

Senior Airman James Woodbury Jr.

379th Expeditionary Aerospace Medical Dental Flight

bioenvironmental engineering technician

Home station: Dover AFB, Del.

Arrived in AOR: January

Deployment goals: To get some college courses in toward my goal of a Bachelors in microbiology. To develop new skills for my Air Force career, get involved with wing events and activities and leave Southwest Asia a better place than I found it.

Best part of the deployment: Ensuring everyone's occupational health is safe from all chemical, biological and radiological hazards.

Hobbies: Playing the drums, guitar, singing and DJ'ing karaoke in my off-duty time, recording music, sound engineering and art.

Best Air Force memory: When I responded to a sulfuric acid spill incident. I helped neutralize and decontaminate the area in five hours.

Nominated by Master Sgt. Michael Waller: "Airman Woodbury embodies the Air Force core values of 'Integrity first, Service before self and Excellence in all we do.' His expertise and dedication to the mission help the bioenvironmental element keep the wing's water safe."



U.S. Air Force photo/Tech. Sgt. Michelle Larche

Airman 1st Class Victoria Nelson

34th Expeditionary Bomb Squadron

client support administrator

Home station: Ellsworth AFB, S.D.

Arrived in AOR: January

Deployment goals: I hope to increase my knowledge of the 3D career field.

Best part of the deployment: The best part of the deployment is getting gifts from home. Those mean the most to me. Feelings of happiness and joy overwhelm me every time I see a package that has my name on it.

Hobbies: I like running, eating, cleaning and watching movies

Best Air Force memory: I don't have just one memory but many. Anytime I apply myself to a job, no matter how big or small, and it ends up working, being included as part of the solution to the mission is when I feel most proud of what I do.

Nominated by Lt. Col. Steven Beasley: "Airman Nelson hit the ground running as our lone CSA with zero hands-on knowledge before arrival. She quickly learned the job and through sheer grit and tenacity has excelled beyond everyone's expectations. In the short month being deployed, she has increased our squadrons capabilities with direct impact on our ability to complete the mission."



U.S. Air Force photo/Tech. Sgt. Michelle Larche



U.S. Air Force photo/Tech Sgt. Michelle Larche

TOP LEFT: Staff Sgt. Amaris Carter, 379th Expeditionary Communications Squadron postal receiving and dispatch technician, sorts through out-going mail at a non-disclosed Southwest Asia location Wednesday.

BOTTOM: Navy Sailors throw dodgeballs during the first of 10 Commander's Cup Challenge events at a non-disclosed Southwest Asia Tuesday.





U.S. Air Force photo/Tech Sgt. Michelle Larche

TOP RIGHT: Tech. Sgt. Josh Doolittle, 379th Expeditionary Communications Squadron base equipment control officer, salvages broken computer equipment received during an amnesty turn-in day at a non-disclosed Southwest Asia location Friday.



U.S. Air Force photo/Senior Airman Kasey Zickmund

Airman 1st Class Aaron Jones (center) shoots for the basket, while Senior Airman Philip Bailey (left) and Tech. Sgt. Zachary Donaldson (right) guard, during a game of 21 at a non-disclosed Southwest Asia location Sunday.



U.S. Air Force photo/Senior Airman Kasey Zickmund



U.S. Air Force photo/Senior Airman Kasey Zickmund



U.S. Air Force photos/Tech Sgt. Michelle Larche

Band rocks 379th AEW

Rock band "Saving Abel" performed for servicemembers at a non-disclosed Southwest Asia location Tuesday as part of a USO tour of the AOR.

Band members Jared Weeks, Jason Null, Scott Bartlett, Eric Taylor and Blake Dixon were allowed the opportunity to tour various units on base the day of the concert.

After the concert, servicemembers, contractors and civilians were able to ask for autographs and take pictures with the national recording artists in groups of 15.



U.S. Air Force photo/Senior Airman Kasey Zickmund

GRAND SLAM FLASHBACK: 379th supports first North Vietnamese offensive operation

By Jim Mesco

379th Air Expeditionary Wing Historian

Between Feb. 8 and March 25, 1971, the Air Force supported the first offensive operations by the army of the Republic of Vietnam, or South Vietnamese, called Lam Son 719. Aircraft including B-52Ds and KC-135As from the 379th Bomb Wing and other B-52 wings supported the South Vietnamese offensive into Southeast Laos to cut the Ho Chi Minh Trail, a critical enemy supply route into South Vietnam. The wing's aircraft operated from U-Tapao Royal Thailand Naval Air Base. In total, the crews flew 1,350 sorties and dropped more than 32,000 tons of bombs during the operation. The South Vietnamese experienced success initially, but later were forced to withdraw from Laos. During the early part of the operation, the B-52s attacked the People's Army of North Vietnam around 1,500 yards from South Vietnamese forces. Later, the North Vietnamese closed the distance between the armies, hoping to eliminate the bombing. The wing planners developed a tactic whereby B-52s attacked the PAVN in a single line, instead of echelon, and pin-pointed their targets within 300 yards of South Vietnamese forces. Though unsuccessful, Lam Son 719 provided key lessons about both Vietnamese armies' capabilities.



This Week's Caption Contest

Photo No. 163

The winner is...

"I'll bet you won't forget your reflective belt again."

-Tech. Sgt. James Daugherty
1st Expeditionary Red Horse Group
HVAC planner



Photo No. 164 (next week's photo)

Do you have what it takes to make the base chuckle? Submit your made-up caption for the photo below to **379AEW.PA@auab.afcent.af.mil** by Wednesday. If your caption is the best (or second best), it will appear in the following week's paper.

Can't come up with a caption but have a funnier photo than we've been using? Submit it to **379AEW.PA@auab.afcent.af.mil** and we may use it.

Airlift squadron provides safe transp



Airman 1st Class Chris McMillan and Tech. Sgt. Michael Donaldson, 816th Expeditionary Airlift Squadron aircrew flight equipment technicians, perform a post-mission inspection on night vision goggles at a non-disclosed Southwest Asia location, Jan. 29.

By Staff Sgt. Kelly White
379th Air Expeditionary Wing
Public Affairs

As the United States' deployed missions take troops out of Iraq and into Afghanistan, often to newly established forward operating bases in areas too remote or too dangerous to be supplied via convoy operations, the demand for air support rapidly rises.

Few Airmen understand this better than those deployed to Southwest Asia's 816th Expeditionary Airlift Squadron.

"It's a multi-purpose aircraft and mission we have here," said Lt. Col. Randy Huiss, 816th EAS commander. "We support (Operations Iraqi and Enduring Freedom, and Horn of Africa) missions, so along with moving Air Force people and supplies, we also get supplies and equipment to Soldiers and Marines in the field. Our C-17s deliver troops and all kinds of cargo — MREs, water, heating oil, ammunition, building supplies, vehicles and whatever else is needed. We do air drop or air-land delivery on normal runways or semi-prepared airfields. Plus, we have an (aeromedical evacuation) role."

The squadron, currently manned primarily by the 14th Airlift Squadron out of Charleston Air Force Base, S.C., arrived here in late December.

In six weeks, the squadron has moved nearly 50 million pounds of

cargo — more than 3 million pounds of it dropped from the air to 66 different drop zones — flown more than 2,800 hours, moved more than 16,000 passengers, nearly 7,000 pallets and more than 800 pieces of rolling stock — such as Mine Resistant Ambush Protected vehicles and Humvees.

Colonel Huiss, who was previously deployed here last year at this time, said the shift in focus from OIF to OEF and the plus-up in troops has demanded the 816th perform at a considerably higher operations tempo than was previously required of them.

"Compared to this time last year, we have moved more than 20 percent more cargo into theater," he said. "Not only that, the air drop demand has grown exponentially, in that we have now air dropped more than three times the amount of supplies to our front-line troops in the same amount of time, and we've been making it happen with roughly the same number of personnel as in years past. Needless to say, it's been busy."

The constantly increasing demand for air drop often means maintaining a careful balance between supplying a rising number of warfighters and properly resting a fixed number of crews to safely fly. Achieving that balance is one of the squadron's most significant challenges.

"I'm really not worried about breaking records as far as cargo moved, air dropped, and everything

else," said the colonel. "I don't want to break airplanes or people, so the goal is to safely execute all the missions we're tasked with. It's a pretty high ops tempo these guys are under, and a lot of it is keeping a close eye on the crew's turn times."

"We try to inject a little extra time on the ground, when we can," he explained. "All the missions push 14- to 16-hour days. Crews get anywhere from 18 to 30 hours on the ground, from landing till next takeoff, and that time on the ground includes going through customs and taking care of all of their gear. It's very hard to maintain that

pace for 120 days."

The stress of a demanding mission moving cargo isn't all the crews are up against.

"We also do two kinds of aeromedical evacuation," said Tech. Sgt. Kevin Owens, 816th EAS loadmaster superintendent. "One is a planned evacuation, where we fly with the specific intent to move someone who's been hurt, or has developed a medical problem, from a medical facility where they're stabilized to a facility where they can get care to increase their survivability."

"We also have in-route evacuations, which happen while a crew is in flight...and there's someone with a critical health problem. Suddenly, we'll get a call saying, 'hey, you need to divert here, right now.'"

"The last guy I evacuated...had gotten hit by an IED blast," said the sergeant. "The only bones in his body that weren't fractured were his upper facial bones and his top teeth. Every other bone in his body was fractured."

This type of aeromedical evacuation entails considerations beyond merely taking swift action.

"You hate this kind of a mission because the guy's so banged up and also because if you don't do everything just right, he's not going to make it," Sergeant Owens said.

"You've got to keep your head in the ballgame because, obviously, if you hurt an aircrew member or break

ort of supplies, people and equipment



U.S. Air Force photos/Tech Sgt. Michelle Larche

Staff. Sgt. Thomas Daga, 8th Expeditionary Air Mobility Squadron load team member, watches for overhead clearance as a Mine Resistant Ambush Protective vehicle is backed into a C-17 Globemaster III for transport at a non-disclosed Southwest Asia location, Feb 12.

the jet, the guy's not going to get there any faster.

"Once you get the patient loaded, you're worried about getting the conditions inside the aircraft set right," Sergeant Owens explained. "We control pressurization, and some injuries are very pressure-sensitive. A lot of times there's an internal altitude restriction that can govern what the external altitude can be, so the flight might have to be low and very slow all the way. You need to keep everything in mind."

Regardless of the long hours and the added pressures involved in transporting critical-care patients, Sergeant Owens said being a loadmaster is a rewarding job he is proud to do.

"As a loadmaster there are many opportunities to see direct impact," he said. "Humanitarian airlift, aeromedical evacuation, resupply air drop, and international aid deliveries are just a few examples of the times when you know that if you don't get there, people are going to suffer."

"I'm proud to be part of the two



1st Lt.s Ed Sutton and Mike Hunter, 816th EAS C-17A pilots, conduct pre-flight checks prior to takeoff on a C-17 Globemaster III aircraft at a non-disclosed Southwest Asia location, Feb. 15.

percent of the enlisted force in flying positions," said Sergeant Owens. "For my job to be successful, 49 guys on the ground are giving it their all – alongside the Airmen from fuels, aerial port and maintenance, who make the planes fly."

The squadron, as a whole, is dedicated to giving its all for the benefit and well-being of fellow servicemembers.

"They all do a great job supporting

the warfighter," the colonel said. "Out here, every mission we do is in direct support of the warfighter – from air, land or – no kidding – dropping food, water and heating oil to the guys out in remote FOBs in Afghanistan."

"We're never hurting for business," Colonel Huiss added. "There's no getting enough airlift – they always want more. We'll give them everything we have."

In the Chapel

VICTORY CHAPEL

Open seven days a week,
24 hours a day,
'And overtime on Sundays'

WORSHIP SCHEDULE

Protestant Saturday

7:30 p.m., Contemporary, Chapel

Sunday

9:45 a.m., General Protestant,
CAOC 1st Floor conference room

9:45 a.m., Contemporary, Chapel

11:30 a.m., Traditional Service,
Chapel

1:30 p.m., LDS Service, Chapel

4 p.m., Liturgical, Chapel

7:30 p.m., Gospel, Chapel

Roman Catholic Mass

6 p.m., Monday-Friday

Blessed Sacrament Chapel

Saturday Mass

6 p.m., Mass, BPC Mall area

Sunday Masses

8 a.m., Mass, Victory Chapel

11 a.m., Mass, CAOC 1st floor
conference room

6 p.m., Mass, Victory Chapel

Muslim
Buddhist
Orthodox
Jewish

Earth Religions

See Chapel staff or call 437-8811 for
more information.

Wake up call

By Chaplain (Capt.) Dan Morey
379th Air Expeditionary Wing Chapel

My home station at Yokota Air Base, Japan, shares one common problem servicemembers also experience here.

Many of our clocks do not function properly on the local current. So, the only alarm clock that you can rely on is one that is battery powered.

As I was packing for my deployment, my wife and I realized that we only had one clock that we trusted and I needed to bring it with me. We looked for a clock for her, but none were obnoxious enough to wake her up—her assessment, not mine.

So, when a friend asked her if she needed anything

while I would be away, she said, "I need a wakeup call." Fortunately, this friend is a morning person and has truly enjoyed helping my wife wake up each morning.

I thought about this scenario and realized each person in the deployed setting could use a wakeup call. Don't worry; I'm not going to have my wife's friend call each of you at the end of your sleep cycle.

I am talking about the opportunity we have to evaluate everything important to us. I know we are all busy and there is a lot of work to be done, but there are times when we are able to disengage and think about our personal lives.

When you find those times, ask yourself the following questions. What is your relationship with your spouse like? Is it the best it has ever been, and you couldn't imagine it

any better? What is your relationship with your parents like? Are they the best parents in the world, with you the model of the ideal child? What is your relationship with God like? Do you completely trust Him as your source of faith, hope and love? Do you need a "wake up call" in any of these relationships?

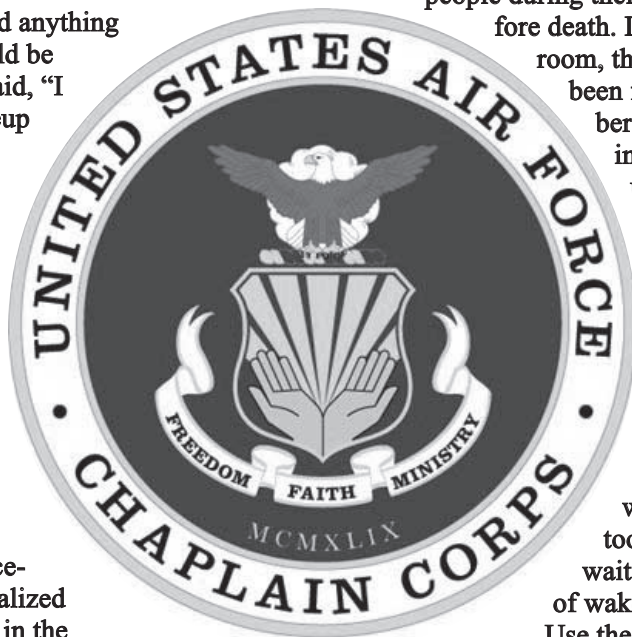
I realize I am bringing up a lot of questions that some would rather not consider. However, your time away from your family and home is an opportunity to evaluate and identify growing areas and implement positive changes.

I have been at the bedsides of many people during their hours before death. In the same room, there have been family members experiencing their wake up call after many years of painful, broken relationships. I have seen some people receive the wake up call too late. Don't wait for that kind of wake up call.

Use the time you have now to restore the broken or strained relationships in your life. Use this time to truly learn who God is and what it means for you to be in a relationship with Him.

Life does give us opportunities for wake up calls. Let this time be your wake up call rather than one of those traumatic life events thrusting overwhelming circumstances upon your weakened net of relationships.

Let's make this assignment the time you commit to restore, rebuild and renew the important relationships in your life. I am Chaplain (Capt.) Dan Morey, and I respectfully submit this wake up call.



Follow the happenings of the 'Grand Slam' Wing at <http://379aew.dodlive.mil>, on Facebook at '379th Air Expeditionary Wing' and on Twitter @379AEW

National Prayer Luncheon

Guest speaker Chaplain (Maj. Gen.) Cecil Richardson, Air Force chief of chaplains, will speak during a luncheon at the BPC Dining Facility March 8, at 1 p.m.

MPS User Responsibilities

Military Postal Service users are responsible for informing correspondents of their deployed mailing address and should report instances of inadequate mail service or other mail-related problems to the Military Post Office supervisor. The following uses of deployed addresses are prohibited: for business or commercial purposes, to act as an agent for authorized or unauthorized users, or to receive items for resale or donation to off-base charities.

Priority Mail

Priority Mail packaging provided by the U.S. Postal Service must be used only for Priority Mail. Regardless of how the packaging is configured or how markings may be obliterated, any matter mailed in USPS-provided Priority Mail packaging is charged the appropriate Priority Mail price.

SGLI Premium Refund

An SGLI premium refund for December 2009 will be reflected in eligible Air Force members' February paycheck. Deployed members supporting OEF/OIF who arrived in the AOR on or before Dec. 1 and continued to serve through January will receive two months of SGLI credit, for contributions made in December and January. SGLI refunds only apply to SGLI-covered servicemembers serving in the theater of operations for OEF/OIF. To ensure proper amounts are credited, servicemembers should monitor their Leave and Earning Statements. For more information, call 437-8686.

CACs Lost Off Base

The 379th Air Expeditionary Wing Host Nation Coordination Cell recently announced a new policy requiring servicemembers who lose their Common Access Card downtown to file a report with the host-nation police station. The police report must then be shown at the front gate in order to enter the base and to replace the CAC. For more information, call 589-1157.

Open Parcel Inspections

All packages and parcels being mailed out of the CENTCOM theater must be searched by post office staff. All parcels must be brought to the post office unsealed.

Finance Notice

Visit <https://mypay.dfas.mil/mypay.aspx> to access 2009 tax information. If you are unable to access MyPay, or need your pin updated, visit the 379th Expeditionary Comptroller Squadron Customer Service office in person to update your MyPay information.

Wear of Sunglasses/Eyeglasses

Conservative ornamentation on frames and lenses are authorized on non-prescription sunglasses or eyeglasses, frames may be black or brown material or gold or silver wire. Brand name glasses may be worn with small logo on frames or lenses. Conservative wrap-around sunglasses may be worn. Conservative, clear, slightly tinted or photosensitive lenses are allowed, faddish styles and mirrored lenses prohibited. Not worn around the neck or on top/back of head or exposed hanging on uniform. Eyeglasses/sunglasses will be worn in manner for which made. For more information, consult AFI 36-2903.

Running Rules

Running on Enduring Freedom Road in Coalition Compound is prohibited. Runners and walkers should use the sidewalk along the trailers. Also, headphones or earbuds are not authorized while running or walking on base roads. Always run against traffic, in single file. Runners must yield to vehicles at all times.

Professional Development Courses

Professional Development courses are held every Wednesday and Friday at 8 a.m. and 7 p.m. at the Airmen Readiness Center. These classes are taught by senior enlisted leaders in an effort to provide personal and professional growth opportunities for deployed members. Pay grades of E-1 through O-3 are welcome to attend. For more information, to suggest a topic, or to volunteer to teach, call Master Sgt. Mandy Midgett at 436-4184.

Alcoholics Anonymous

Alcoholics Anonymous meets Mondays at 6:30 p.m., Bldg. 10006, in Coalition Compound. For more information, contact the Victory Chapel at 437-8811.

FreeThought Association

The Southwest Asia FreeThought Association is a private organization comprised of atheists, agnostics, secular humanists, freethinkers and other non-religious individuals. Meetings are held weekly. For times, locations or more information, e-mail Tech Sgt. Richard Hamelin or call 437-5111.

