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Diligentia et Accuratio

DESERT EAGLE

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A photograph of a male technician in a white t-shirt working on a complex engine system. He is focused on a component, using a tool. The engine is surrounded by numerous hoses, wires, and mechanical parts. The background is a yellow-painted metal structure.

Back-shop saves AF millions

See page 5 for an Arabic translation

DESERT EAGLE

Volume 10, Issue 25

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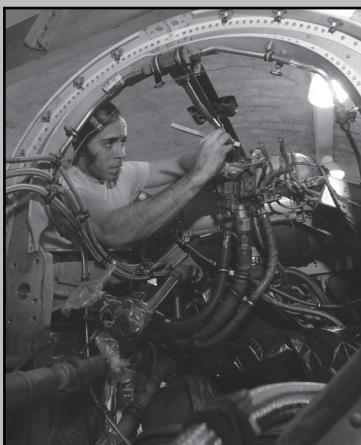
Hussam Alaydi

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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. Josh Lytle, 379th Expeditionary Maintenance Squadron aerospace propulsion craftsman, inspects a C-130 engine gear box-mounted hydraulic line at a non-disclosed Southwest Asia location, June 8, 2010. (U.S. Air Force photo by Tech. Sgt. Michelle Larche)

Nine White Vans

By Col. Paul Schultz
379th Air Expeditionary Wing
vice commander

For those who have had the honor of participating in a Fallen Warrior Ceremony the significance of the title is evident. For those who have not, I implore you to attend at least one during your time deployed.

The day was like any other December day while deployed, but I thought how it started would gauge how the rest of my day would go. Command Post woke me up at 4 a.m., to lead a Fallen Warrior Ceremony on the main ramp.

As I drove out, I saw nine white vans lined up to offload the flag-draped caskets from the C-17 that had just arrived from Afghanistan.

My heart was heavy as I called out commands during the ceremony. I knew we were not only honorably transferring nine caskets...we were caring for nine sons, daughters, fathers or mothers.

Our job was easy in comparison to what the families of these warriors would be dealing with in the days, weeks and years to come.

After the ceremony, I drove to work thinking my day had started badly and, obviously, the rest of the day would be difficult. I was truly surprised at what really happened.

I arrived at work and instantly realized although the morning was a sad one, my motivation was high... my sense of dedication was stalwart.

It was those fallen warriors who made me realize exactly how vital our job here is – how important what we do each and every day truly is, and that everyday should be treated as if it were your last – for tomorrow there will be another white van.

As my time nears its end here as the vice commander of the 379th Air Expeditionary Wing, arguably the largest, most powerful combat wing on the planet, I find myself looking back at what will forever be the best professional year of my career.

To be completely honest, I have worked harder, gotten less sleep and been more frustrated here than at any assignment I have had in my 22-year career. But without a doubt, it has been my most rewarding.

The rewards have come from serving with some of the finest Airmen in the Air Force.

The rewards have come from working for the finest leader I have ever met in my 22 years, Brig. Gen. Stephen Wilson, 379 AEW commander.

The bonds and friendships I built here over the past year will last my lifetime. Those friendships are not only with the Air Force, they're just as strong with our Army, Navy, Marine Corp, civilian and host-nation counterparts. It was the team – it was the mission partners who made our wing so successful.

The success of the 379 AEW

SEE CV 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.

FROM CV ON PAGE 2

during the past year is nothing short of miraculous. Between the care and feeding of more than 11,000 personnel, to launching and receiving combat aircraft every six minutes 24/7, this wing has made magic happen.

The accolades and accomplishments are so numerous they are almost impossible to list. It was the people of this wing who made this happen...it was their motivation that made this wing shine.

But what was that motivation?

For me, it was the people I was privileged to serve with and the people we as a wing were helping protect on the ground in Afghanistan. In my one year here, I was part of many Fallen Warrior ceremonies, honoring more than 400 fallen warriors in flag-draped caskets.

I watched a command

sergeant major father escort his son home, I watched a civilian dad escort his daughter home and I watched an Army specialist wife escort her husband home. Although we were not able help these great Americans, I am certain that without the dedication to duty this wing has exhibited in the last year, the number of flag-draped caskets would have been greater.

Everyone on this base fought this war with commitment, we are all needed to accomplish the mission and everyone can take credit for saving numerous lives. We made it less likely that my successor will have to drive out to the main ramp and see nine white vans.

Thank you for what you do, thank you for your sacrifice and thank you for allowing me the honor of serving with you this last year.

Army celebrates 235 years of service



SAN ANTONIO (AFNS) - Since its birth on June 14, 1775, a year prior to the signing of the Declaration of Independence, the Army has been a stalwart protector of and vital contributor to U.S. freedom and advancement.

The Army has played a vital role in the growth and development of the U.S. This 235th birthday is a recognition of the Army's history, traditions and service to the nation, a call to duty, 235 years of service to the nation.

Soldiers have fought more than 10 wars, including the American Revolution, the Cold War, the Gulf War, and current overseas contingency operations.

The Air Force recognizes its rich, historical lineage with our sister service and its derivation from the U.S. Army Air Forces from 1941 to 1947.

On behalf of all Airmen, Air Force leaders wish all members of the Army a happy birthday.



GRAND OPENING! FOX Sports Skybox

June 25, 6:30 p.m., FOX Sports Skybox

Come enjoy an evening of cool comfort in the newly-renovated FOX Sports Skybox, a sports bar-themed facility. For more information, call 437-0064.

Centralized engine shop keeps C-130s flying

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

Back-shop maintenance professionals here are responsible for in-theater upkeep of engines and propellers for U.S. Central Command's area of responsibility.

Twenty active-duty, Reserve and Air National Guard Airmen form the 379th Expeditionary Maintenance Squadron's C-130 Engine Centralized Repair Facility providing T-56 engine and C-130 E/H propeller repair supporting all C-130 aircraft flying in the AOR.

"The C-130 CRF serves as a Retained Task Center for T-56 engines," said Chief Master Sgt. J.C. Gideon, 379 EMXS superintendent. "We have the capability to complete engine re-preservations, turbine and gearbox replacements and full breakdown, inspection, buildup and testing of C-130 propellers.

"Prior to returning the engine or propeller to supply, they are run across a test cell to ensure our customer receives a reliable product," he added.

Without a centralized engine shop in the AOR, the Air Force would lose valuable time and millions of dollars in shipping costs, said Master Sgt. Reginald Lytch, 379 EMXS Propulsion Flight chief.

"We save the Air Force more than \$17 million a year in depot and transportation costs," he added. "And just as importantly, we save the Air Force the time it would take to ship an engine home, repair it and ship it back – keeping C-130 operations moving."

There's also a secondary benefit to keeping C-130 engine maintenance located in the AOR.

"The C-130 is a workhorse in this theater of operations. If we have to wait for parts to come from the states to fix an aircraft, we lose the use of it for about five days. Having this capability in theater allows parts to be repaired here and increases our aircraft availability to the war," said Chief Gideon. "Besides just the time and money, we open pallet spaces to transport other high-priority materials in and out of the AOR."

The new group of aerospace



Senior Airman Francisco Rueda, 379th Expeditionary Maintenance Squadron, performs a fuel oil leak check on a C-130 engine test cell here, June 9.

379، يجري فحص تسرب زيت الوقود الهيدروليك على خلية اختبار محرك السي - 130 في موقع جنوب غرب

propulsions Airmen have been here two weeks as a team and hit the ground running, added Chief Gideon. He described them as a tremendous asset to the 379 EMXS as well as the entire AOR with the work they perform.

"This deployment is flying by," said Staff Sgt. Phil Pham, 379 EMXS Propulsions Flight aerospace propulsion craftsman. "We've kept extremely busy, manning the shop 24/7 to keep the C-130 mission moving."

On average, the group overhauls and tests more than 180 C-130 propellers, and repairs and tests more than 35 T-56 turboprop engines annually, meeting and exceeding Air Force Central Command's average return rate for engines at 21 days and propellers at 13 days.

"I have been fortunate to work with many great Airmen over the previous 11 months," Chief Gideon said. "These Airman are among the absolute finest. They have an incredible amount of drive and determination, and take a terrific amount of pride in their work."



379 EMXS aerospace propulsion technicians work on a feather position here, June 8.

شفرات مروحة السي - 130 الى وضع الريشة في موقع

ورشة اصلاح المحركات المركزية تحافظ على تحليق الـ سي 130

بقلم الرقيب. كيلى وايت
الجناح الجوي 379، العلاقات العامة

إن مهنيي الصيانة في الورشة الخلفية هنا مسؤولين عن صيانة المحركات والمراوح في مسرح العمليات في منطقة مسؤولية القيادة المركزية الامريكية.

ان عشرين فردا في الخدمة الفعلية من الاحتياط ورجال الطيران الحرس الوطني الجوي من سرب الصيانة للجناح الجوي 379 لمرافق ورشة اصلاح المحركات المركزية توفر دعم الاصلاح لمحرك T-56 و مرواح سي- 130 E/H وجميع طائرات الـ سي- 130 المحلقة في منطقة المسؤولية.

" ان طائرة الـ سي - 130 تخدم بمثابة مركز حفظ المهمات لمحركات T-56 "، قال الرقيب الاول جدعون، مدير EMXS 379. "لدينا جيه. سي. القدرة على إكمال إعادة حماية المحرك و تبديل علبه الجير و التوربينات و العطب الكامل والتفتيش و بناء و اختبار مرواح طائرات الـ سي- 130.

"قبل اعادة المحرك أو المروحة إلى التزويد، يتم تشغيلها عبر خلية اختبار لضمان حصول العملاء على منتج موثوق بها"، و اضاف.

بدون ورشة اصلاح المحركات المركزية في منطقة المسؤولية فإن القوات الجوية ستخسر وقتا ثميناً والملايين من الدولارات لتكاليف الشحن، قال الرقيب ريجنالد ليتش، رئيس دفع الطيران EMXS 379.

"اننا نوفر نقل من مصاريف سلاح الجو بأكثر من 17 مليون دولار سنويا في تكاليف المستودعات و النقل"، و اضاف. "وبنفس القدر من الأهمية، فنحن نقل من الوقت الذي سيستغرقه القوات الجوية لشحن المحرك لأمريكا و إصلاحه وإعادته للحفاظ على عمليات حركة الـ سي - 130".

هناك أيضا فائدة ثانوية للحفاظ على صيانة محرك الـ سي - 130 التي تقع في منطقة المسؤولية.

"إن الـ C-130 هي العمود الفقري في هذا المسرح للعمليات. إذا كان علينا أن ننتظر قطع الغيار كي تأتي من الولايات المتحدة الأمريكية لإصلاح طائرة ، إننا نفقد امتياز استعمالها لمدة خمسة أيام. وجود هذه القدرة في مسرح العمليات يسمح بإصلاح قطع الغيار هنا ويزيد من توافر الطائرات لدينا لإستخدامها في الحرب"، قال الرئيس جدعون. "وبالإضافة فقط الى الوقت والمال، إننا نفتح مساحات للبليت لنقل المواد الأخرى ذات الأولوية القصوى الى داخل وخارج منطقة المسؤولية".

إن المجموعة الجديدة من أفراد الطيران ذات الدفع الفضائي وصلوا الى هنا قبل أسبوعين ك فريق حيث بدأوا العمل الجاد على الفور، اضاف الرئيس جدعون. لقد وصفهم على أنهم رصيذا هائلا للـ EMXS 379 فضلا عن كامل منطقة المسؤولية فيما يقومون به من أداء في العمل.

"إن هذا الإنتشار يمر بسرعة"، قال الرقيب فيل قام لقد كنا مشغولون للغاية، نحرس المشغل على إستمرارية عمل الـ C-130/24 للحفاظ ."

في المتوسط، المجموعة تقوم بـ C-130، وإصلاح بإصلاح شامل وإختبارات لأكثر من 180 لمراوح الـ

سنويا، إن معدل متوسط العائد لإجتماع وتجاوز وإختبار أكثر من 35 من المحركات T-56 التربونية لـ

القوات الجوية في القيادة المركزية الوسطى لمحركات في 21 يوم والمراوح في 13 يوم.

"إنني كنت محظوظ للعمل مع العديد من الطيارين العظماء على مدى الـ 11 شهرا السابقة"، قال الرقيب جيدون. " إن هؤلاء الطيارين هم الأفضل على الإطلاق. إن لديهم كمية لاتصدق من العزم والتصميم، ولديهم كمية رائعة من الفخر في عملهم."



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

on aerospace propulsion, conducts a hy-

كبير الطيارين فرانيسكو رويدا، سرب صيانة الدفع للطيران
آسيا غير المعلن عنه، 8 يونيو 2010.



icians, rotate C-130 prop blades into a

سرب صيانة فنيي الدفع للطيران 379 ، يقومون بتدوير
جنوب غرب آسيا غير المعلن عنه، 8 يونيو 2010.



Senior Airman Chris Smith, 379 EMXS aerospace propulsion, destroys a prop shaft that failed a torque check here, June 8.

كبير الطيارين كريس سميث، سرب صيانة الدفع للطيران 379، يدمر خط الدعم الذي فشل في عملية فحص العزم. في موقع جنوب غرب آسيا غير المعلن عنه، 8 يونيو 2010.

PRT beautifies Afghan girls school



U.S. Air Force photos/Staff Sgt. Manuel Martinez

1st Lt. Rebecca Heyse sings the "A-B-C" song with some students of the Bibi Khala Girls School May 31, in Qalat City, Afghanistan. Lieutenant Heyse is an information officer assigned to Provincial Reconstruction Team Zabul.

By Tech. Sgt. Oshawn Jefferson
USCENTCOM
combat camera team

QALAT CITY, Afghanistan (AFNS) - Airmen from Provincial Reconstruction Team Zabul partnered with Zabul Province government officials to make school life more pleasant by overseeing improvements for 1,200 Afghan high school and elementary students at the Bibi Khala Girls School here.

"Coming out here and seeing the smiling faces is something I always look forward to," said 1st Lt. Rebecca Heyse, the PRT Zabul information officer. "Anything we can do to make learning a pleasant experience for them is something I will cherish forever."

Zabul PRT members are overseeing improvements to the school, including painting classrooms and hallways,

new doors and windows, plastering walls, putting in a vegetable garden, and building a women's park, where local women can mentor and commune with students.

"The last two PRTs that have come to as-

sist the school here have helped us tremendously," said Mehmooda, the Bibi Khala Girl's School head mistress. "The PRT has shown great support for the school and its students. Our young ladies feel more secure and

have less fear since the PRT has been involved with us. Also, our girls enjoy all the improvements, because they feel like somebody cares about them."

Previously, PRT Zabul members aided the school by overseeing the building of a teaching garden, putting in landscaping, and constructing an irrigation system.

The project cost more than \$300,000.

"Working with contractors here and seeing the school change has been awesome," said 1st Lt. Keith Yelk, a PRT Zabul engineer. "It's great to give these Afghan children a chance to function in a learning environment that's not only comfortable, but pleasant to look at."

The school teaches children math, Pashtu, traditional Afghan learning

SEE PRT ON PAGE 11



Afghan students from the Bibi Khala Girls School walk home after a day of school alongside Soldiers and Airmen assigned to Provincial Reconstruction Team Zabul May 31, in Qalat City, Afghanistan.

Staff Sgt. Nakeya Livingston

746th Expeditionary Airlift Squadron

Knowledge Operations manager

Home station: Maxwell Air Force Base, Ala.

Arrived in AOR: May

Deployment goals: My goals are to get fit both physically and spiritually, further my education and career training and to spread as much cheer as possible.

Best part of the deployment: The best part of my deployment so far was the birthday dinner I attended. It was delicious and I had no idea it was going to turn out the way it did.

Hobbies: Writing and spending time with my family.

Best Air Force memory: My best service memory was when I was coined by Maj. Gen. James Rubeor, 22nd Air Force commander.

Nominated by Master Sgt. Clint Moore: "Sergeant Livingston's efforts, both during the ADVON period and beyond, created a smooth foundation for the squadron's deployment here. Her efforts and support to all squadron activities are consistently 120 percent and go above and beyond - a true Air Force warrior"



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

Airman 1st Class Darrell Xayarath

Combined Forces Special Operations Component Command

Heating, Ventilation, Air Conditioning craftsman

Home station: Misawa Air Base, Japan

Arrived in AOR: December

Deployment goals: Finish my Community College of the Air Force degree and train for a bodybuilding competition in Tokyo.

Best part of the deployment: Visiting the host-nation general's house and jet skiing for the very first time. Also, having the opportunity to be in a leadership role with great success toward mission requirements

Hobbies: Watching all sports especially baseball, being a huge fan of the Chicago Bears, Blackhawks, White Sox and Bulls.

Best Air Force memory: Deploying to Iraq for the first time and realizing what being in the military really is about.

Nominated by Master Sgt. Bryan Gavin: "Airman Xayarath was put in charge of civil engineering as an airman first class in a non-commissioned officer position. He has risen to the challenge in every aspect. As a force multiplier in an undermanned unit, he will soon be missed as he rotates back to his home station later this month."



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

Airman 1st Class Aaron Driver

71st Expeditionary Air Control Squadron

Ground Radar Systems apprentice

Home station: Savannah, Ga.

Arrived in AOR: February

Deployment goals: To complete my CDCs and associated training tasks for level upgrade.

Best part of the deployment: Deployment has given me a great opportunity to get to know my fellow unit members. Also, it has given me an opportunity to work toward promotion.

Hobbies: Reading, debating, swimming, running and bicycling.

Best Air Force memory: Graduation from Technical School at Keesler AFB, Miss.

Nominated by Senior Master Sgt. William Copeland: "Airman Driver was nominated for Warrior of the Week due to his dedication to the mission and commitment to leaving the base a better place for the next rotation. His military bearing and courtesy is exemplary. He routinely displays a can-do attitude and is self-motivated."

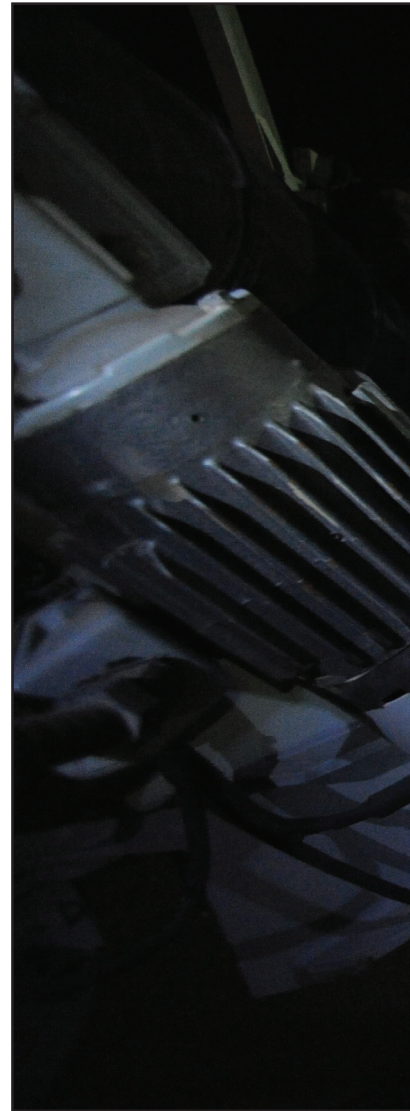


U.S. Air Force photo//Tech. Sgt. Michelle Larche



TOP LEFT: Tech. Sgt. Terry Boyles, 379th Expeditionary Operations Support Squadron aircrew flight equipment technician, dries a quick-don mask after an inspection here, Monday.

BOTTOM CENTER: Senior Airman Lindsey Steben, 340th Aircraft Maintenance Unit crew chief, inspects a KC-135 Stratotanker's boom cable as part of a monthly inspection here June 13.



BOTTOM LEFT: Staff Sgts. William Walker and Donald Berendt, 379th Expeditionary Civil Engineer Squadron heavy equipment, use a backhoe to lower a new cadillac waste tank here, Wednesday.



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



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





TOP RIGHT: Senior Airman Sean Brewer (left) and Staff Sgt. Sean Collins, 379th Expeditionary Operation Support Squadron link maintenance, adjust an antenna's azimuth and elevation motors here, June 14.



BOTTOM RIGHT: 34th Expeditionary Bomb Squadron Airmen give a tour of a B-1 Lancer aircraft to television and movie actors here, June 10. The tour, part of a USO-sponsored celebrity handshake tour, included America Ferrera, Ryan O'nan and Jason Ritter.

New systems make military moves more efficient

By Donna Miles
American Forces Press Service

WASHINGTON (AFNS) - With the busiest season for permanent-change-of-station moves under way, officials at U.S. Transportation Command are encouraging servicemembers to take advantage of new systems designed to make the process more convenient and efficient.

Transcom launched the new Personally Procured Move, or PPM, system to better compensate servicemembers who personally move their household goods on military orders, said Dolly Davidson, a change management outreach specialist at Transcom.

PPM replaced the old "Do-It-Yourself," or DITY, move system.

Under PPM, servicemembers can receive up to 95 percent of what it would cost the government to move their goods using a commercial carrier. They can hire a commercial mover if they choose, move some or all of their goods themselves, and pocket any savings they receive.

While converting to PPM, Transcom also introduced the Defense Personal Property System, a new system to process and manage household moves.

DPS is a computerized management system for moving the house-

hold goods of military members and Department Of Defense civilians, Ms. Davidson said. It automates many steps involved in military moves: pre-move counseling, scheduling, tracking, invoicing and claims-filing for household goods shipments.

This eliminates the need for servicemembers to schedule appointments at their base to arrange their household goods moves face-to-face, she said, allowing them to make arrangements anywhere, any time.

"In DPS, you can go in 24/7. You can counsel yourself; you can put in your shipment and move arrangements; and everything else is done automatically," she said. "You can do it from your laptop, from your work station, even your living room couch. And, you can also track your shipments online, too."

And unlike the legacy paper-based system it replaces, DPS is equipped to process moves servicemembers make themselves - which constitute the vast majority of moves.

Aside from convenience, DPS is a big money-saver for the government, not only reducing PCS processing costs, but also generating lower cost estimates from many moving companies, said Roland Amos, the chief of the DPS functional and requirements branch at Transcom.

That's a big factor for the military, which spends about \$2 billion a year for more than 550,000 household moves, Transcom officials said.

With all these factors in DPS' favor, Transcom officials are encouraged by the dramatic increase in its use since the PPM rollout.

"The services and the servicemembers have definitely embraced it," Ms. Davidson said. "(Usage) went up to about 50 percent right from the get-go."

Now, Ms. Davidson said, with the legacy system expected to remain operational until December along with DPS, her mission is to encourage servicemembers to choose DPS to process their moves.

With more than half of annual moves occurring between May and August, Ms. Davidson is particularly interested in getting that word out now.

"We really want them to understand the advantages, and why it's best for them," she said.

Transcom officials also encourage servicemembers to register their household-move experiences through a new online customer service survey found at <http://www.move.mil>.

The results will be used to help the command select the best-performing moving companies for future military moves, Ms. Davidson said.

Air University educational computer system partially restored

By Phil Berube
Air University Public Affairs

MAXWELL AIR FORCE BASE, Ala. (AFNS) - Air University officials here announced June 15 that most functions are restored to a computer system responsible for the majority of Air Force distance education.

The Course Development, Student Administration/Registrar system crashed in mid-May, and with it went the ability to support much of distance professional military edu-

cation, specialized courses for professional continuing education, Career Development Courses and the Weighted Airmen Promotion System.

Officials report that distance learning course enrollments, progressions and completions, to include e-testing updates from test control facilities, are operational. All students with an open-enrollment or reaching course expiration during the CDSAR outage--May 13 through June 13--have been granted a two-month

extension. The courses include Squadron Officer College Course 20 and Course 28, any enlisted professional military education' CDCs, and any specialized courses.

The functions responsible for the automated processing of WAPS and DL course material for delivery are operational. The automated process for diploma printing is still being tested. Further, Air University officials are working to implement a process for CDC downloads from Advanced Dis-

tributed Learning Service in the near future.

"Right now, the only piece of CDSAR that is not partially or fully functional or in our testing and verification phase is CDC course development," said Col. Anthony Zucco, the director of Education Logistics and Communications for Air University. "However, alternative manual methods are in place, and we continue to work on finding an automated solution. CDC development has not stopped; it is just a little slower."

GRAND SLAM FLASHBACK: The 379th Bombardment Group, so it begins...



U.S. Air Force courtesy photo

By John Murphy
379th Air Expeditionary Wing Historian

On May 29, 1943, Lt. Col. Maurice Preston led the 379th Bombardment Group on its first combat mission of World War II. He directed a formation of 24 B-17 Flying Fortresses against one of the main German U-boat and submarine bases in Europe.

The attack force departed Kimbolton Army Airfield, England, destined for the target location at St. Nazaire, France.

Favorable weather enabled the attack force to clearly see the target. However, that advantage worked both ways.

The Germans anticipated an impending attack and quickly created a smoke screen around the base and offered up intense, heavy ground-to-air resistance. Despite adverse conditions, 42 2,000-pound general purpose bombs exploded on or near the target.

Approximately 50 German fighter aircraft swooped down on the attack formation, but headed home after the arrival of the allied fighter escort.

In all, the group lost a total of three bombers and 30 souls. U.S. Army officials categorized the mission results as "fair."

FROM PRT ON PAGE 6

and some English, a skill that some of the Afghan girls are improving in with each visit.

"It was a thrill to sing the A-B-C song with some of the students here," said Lieutenant Heyse. "I have learned a few Pashtu phrases as well, but they speak English way better than I speak Pashtu. For me though, seeing them enjoying their school environment makes me feel like the improvements we are helping them make to the school, are a real investment in these children's future."

Currently the Zabul team has 14 PRT-led projects including bridge reconstruction, hospital improvements, perimeter wall repairs, school construction, emergency road repairs, trash services, nursery security upgrades and irrigation wells. These projects, coupled with several other improve-

ment operations being led by Afghan government officials, are organized and prioritized to best benefit the people here.

"The girls school project is one of many we have worked with Afghan leadership in the region to facilitate and prioritize for the betterment of Afghan citizens here," Lieutenant Yelk said. "Moving forward, we will continue to help the Afghan government complete projects like these to build trust and improve the creditability of Afghan leaders and the people they serve."

"I think our school is pretty," said one smiling Afghan student. "I really like it here."

"We are here to help," Lieutenant Heyse said. "We still have a lot of challenges in Afghanistan but day-by-day it gets better. Helping the school here is a small step, but it's a step in the right direction."

Commander's Blog and 379 AEW Web site



Visit <http://379aew.dodlive.mil/> for inside access on base events, units and missions through the commander's perspective.

Visit www.379aew.afcent.af.mil for up-to-date Air Force news, multimedia and features on Air Force and Southwest Asia events.

Video stories added this week:
-USO tour

34 EBS B-1 reaches 10

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

A B-1B Lancer achieved 10,000 flight hours here, June 12.

After 34th Aircraft Maintenance Unit professionals braved temperatures in excess of 110 degrees Fahrenheit preparing the aircraft for the flight, the aircrew stepped in and performed the milestone-mission, despite an 18-hour duty-day.

"The tremendous amount of man-hours spent maintaining the B-1 and the sacrifices the maintainers endure away from their families, working extremely long hours in austere locations, has facilitated this historic event," said Master Sgt. Mathias Stewart, 34 AMU Airframe Powerplant General B-1 flight chief. "I am an extremely big fan of all maintainers, especially the crew chiefs who work for me, who have enabled this historic milestone on the B-1."

One of the 34th Expeditionary Bomb Squadron's Thunderbird crews flew the 14-hour Operation Enduring Freedom mission which pushed the "workhorse" aircraft, aircraft number 85-0087, past the 10,000 flight-hour milestone.

"No other Air Force asset demonstrates the flexibility and adaptation to the counter-insurgency fight better than the B-1," said Maj. Gen. Stephen Hoog, Air Force Central Command's deputy commander. "It now boasts advanced targeting pods and communications systems while hosting payloads varying from lethal to low collateral damage munitions."

The B-1 came into the active Air Force inventory in the mid-1980s with an expected service life of 20 years, said Col. John Kubinec, 379th Expeditionary Maintenance Group commander. It now has surpassed its expected service life while reaching this important milestone.

"This accomplishment is all about making the mission happen through teamwork," he added. "The fact this milestone was achieved during a combat sortie is a fitting testament to the dedication of the entire B-1 enterprise, from the systems program office and depot to the amazing Airmen on the flightline who make all of this possible."

The B-1 has been rotating in-theater



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

Lt. Col. Steve Beasley, 34th Expeditionary Bomb Squadron commander (front), Capt. Chris Winklepleck and Capt. Miranda Brasko, 34 EBS pilots, arrive to board a B-1B Lancer aircraft number 85-0087 prior to its reaching the 10K flight hour mark here, June 12. The fourth member of the B-1 crew (not pictured) Lt. Col. Tim Schepper, has the most B-1 flight-hours of any active-duty Airmen with more than 4,000.

since the terrorist attacks on September 11, 2001, and since August 2005 there has been a continuous B-1 presence. To date, the airframe has flown more than 7,500 combat sorties totaling 85,000 hours.

Since the 34 EBS arrived in theater January 2010, they have flown almost

500 combat sorties totaling close to 6,000 hours.

"The 34 EBS and its associated aircraft maintenance unit – the folks that keep it flying – are one of the best ops-maintenance teams I've ever seen," said Lt. Col. Steve Beasley, 34 EBS commander. "I attribute the historically

k flight-hour milestone

high mission capable rates and combat mission effectiveness to that team.”

The B-1 airframe, now scheduled to remain in operation until 2040, has an expansive history stretching back to the 1960s, said Colonel Beasley. It was initially envisioned as a replacement for the B-52 Stratofortress, but its development was delayed and restarted several times.

The B-1 took its first flight in December 1974.

Originally envisioned as a single-role nuclear bomber, it was modified to carry conventional weapons in 1994 and stood its last nuclear alert in 1997. Since then, it has flown operations in Iraq, Kosovo and Afghanistan.

Through the years, the aircraft has been upgraded to make it a more viable weapon system, adding GPS-guided weapons in 1999.

The 34 EBS led the initial deployment in support of Operation Enduring Freedom, just days after the 9/11 terror-

ist attacks, and have been part of the combat rotation to Southwest Asia ever since.

On their last deployment, they were the first B-1 unit to employ the Sniper Advanced Targeting Pod, and on their current deployment, became the first unit to employ the low-collateral damage weaponry as well as their upgrad-

ed digital communications.

“In my more than 16 years on the B-1, I’ve seen its role changing from nuclear to conventional,” said Tech. Sgt. Jason Justice, 34 AMU APG B-1 expeditor. “I’ve had the opportunity to see the aircraft grow into what it is today. After being on the jet this long, I still get excited to see it takeoff on its mission, whether it be at home station on training sorties, or flying combat missions – maintenance made it happen!”

As the B-1’s shelf-life grows, maintenance and ops professionals will continue to meet the needs of the Air Force and build upon the already storied legacy of the aircraft, said Colonel Beasley.

“The B-1 has an extensive history riddled with logistical challenges and myths of operational shortfalls,” added Colonel Beasley. “The recent 10,000-hour milestone demonstrates the B-1 has evolved into a multi-purpose weapon system that has come of age over the battlefields of Iraq and Afghanistan as the backbone of the combat Air Forces. The credit for this transformation belongs to the B-1 maintainers and the crews that employ it.”

(Brandice Armstrong, 76th Air Base Wing, Tinker AFB, Okla., contributed to this article)



B-1B Lancer tail number 087 became the first B-1B to reach 10K flying hours, June 12, here. Carrying the largest payload of both guided and unguided weapons in the Air Force inventory, the multi-mission B-1B is the backbone of America’s long-range bomber force. It can rapidly deliver massive quantities of precision and non-precision weapons against any adversary, anywhere in the world, at any time.



Senior Airman DeQuan McHatten, 34th Aircraft Maintenance Unit crew chief, performs a pre-flight inspection on a B1-B Lancer aircraft exhaust here, June 12.

In the Chapel

VICTORY CHAPEL

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

WORSHIP
SCHEDULEProtestant
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., 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.

Where is He?

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

As a chaplain, I have met many people and had the opportunity to encourage them in many of life's situations.

One question that comes up often is, "where is God in this?"

When I think about the many life situations that exist in a deployed setting, I realize this question may be a reoccurring theme in our mind. I want to challenge you to consider this question and a possible answer through a story based on my personal experience.

A few years ago I served as a hospital chaplain; I was assigned to Wilford Hall Medical Center, San Antonio.

There was an event that occurred just before the holiday season that would be one of the most powerful encounters I've experienced.

I received a call, as the duty chaplain, and I was instructed to meet an non-commissioned officer near the chapel in the hospital. The NCO told me she had been assigned to Wilford Hall seven years ago and had now returned. She said when she was at the hospital on her first assignment, there was a program that provided wrapped presents for children who were inpatients.

The last year she was there, she was in the middle of a permanent change-of-station move just prior to the holidays. She accidentally packed one of the wrapped presents and it went with her to her new assignment. She said once she realized she had the present at her new assignment she didn't know what to do with it so she just put it in storage.

She then handed me the present, which looked like it had indeed been wrapped for seven years. She then said she would like for me to give it to a child presently in the hospital.

When I first received her request, I was a little taken back. Here was a gift that was given seven years ago, and now I was to offer it to one child out of several possible children in the hospital at that time. I accepted, and said I would give it to someone appropriate.

One child did come to mind. She was in the Pediatric Intensive Care Unit. She was 4-years-old and very sick.

I brought the gift to her mother and told her the story behind it. I told her that her daughter came to mind as I considered who I should give the gift to. She said she appreciated the gift and my offering it to her.

I told her she could open it now if she would like.

Her daughter was not able to open the gift, so the mother did. When she removed the wrapping a book was uncovered. The book was a Bible written specifically for children of her age. We were both

surprised.

The mom told me she wanted a children's Bible to read to her daughter. She didn't know where to go to get one, and she didn't want to leave her daughter's side.

This mom's request was met seven years before she voiced it.

Where was God in the middle of this mom's crisis?

My assertion is, He was there in the middle. He was with that NCO who had that present, prompting her to bring it to the hospital.

He was with me, leading me to whom it should be given.

He was with that mom and child, communicating His presence and His care for them.

Where is God in your situation, your life? I assert, He is in the middle of your life situation.

The 379 Air Expeditionary Wing Chaplain office is ready to help you in any situation you find yourself.



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

Right Start/Right Finish

All servicemembers redeploying in the next two months must plan early in order to avoid missing mandatory Right Start and Finish briefings. ID cards and CED orders or an out-processing checklist are required. Both briefings are held Fridays. Right Start begins promptly at 7 a.m. and Right Finish at 5 p.m. For more info, call 437-3058.

OPSEC Is Everyone's Responsibility

All base servicemembers must comply with the AUAB uniform disposal policy and 100-percent shred policy. Properly dispose of your uniforms in the uniform drop-off boxes located next to Jack's Place, CC Beanery or call 379 ELRS/DRMO at 437-2352. All base personnel must protect sensitive and classified information. Mission-related information, personal mailing labels, maps, charts and shipping documents must be shredded. For questions or suggestions related to OPSEC, call the 379 AEW OPSEC Manager at 436-0121.

Career Enlisted Aviator Briefing

A Career Enlisted Aviator briefing is scheduled for June 24, 4 p.m. or 7 p.m., at the Ops Town Aircrew Briefing Room, Bldg. 3952, next to the fire department. Airmen interested in enlisted aircrew member careers can speak with representatives from every CEA career field -- flight attendant, boom operator, loadmaster, airborne communications and flight engineer. Aircrew medical technicians will also be available. For more info, e-mail or call Chief Master Sgt. Michael Zimmerman at 436-0142 or Master Sgt. Walt Markwas at 437-5142.

DOS Rollback

Enlisted airmen who have a date of separation of Aug. 31 or later, possessing certain codes preventing a PCS/reenlistment, and have fewer than 14 or more than 20 years of service must separate no later than Aug. 31 or retire no later than Sept. 1. Home units will notify affected personnel this month. For more information visit the AFPC website and enter "DOS rollback" in the search engine, or call your service center at (800) 525-0102 or DSN 665-5000.

Leased Vehicle Maintenance

The 379th Expeditionary Logistics Readiness Squadron Leased Vehicle Maintenance shop provides oil changes and replaces wiper blades, light bulbs and corrects other

minor deficiencies on leased vehicles. Leased Vehicle Maintenance is located in the back of Bldg. 6387, hours of operation from 7 a.m. to 1 p.m. Saturday-Thursday. Additionally, vehicle operators are responsible for ensuring their vehicles are turned in for scheduled maintenance prior to the due date and/or mileage annotated on the service reminder stickers. These stickers are located on the upper left hand side of the vehicles windshield. For best service, call ahead of time to check customer wait times. For more information, contact the Leased Vehicle Maintenance office at 436-0640.

Rising 6 Mentorship Award Program

Rising 6's monthly Mentorship Award Program submissions are currently being accepted until June 25. Junior enlisted members may submit an AF 1206 award package for an E-7 through E-9. The award provides recognition to enlisted leaders and shows appreciation for all they do. Servicemembers do not need to be part of the Rising 6 to nominate someone. For more information, contact Tech. Sgt. Matthew Hensley at 436-1738.

Airfield Driving

All personnel driving on the airfield must have an Airfield Drivers License and monitor the Ramp Net in case of emergencies and for overall situational awareness. Personnel without an Airfield Drivers License or Ramp Net-capable radio should contact their Unit Airfield Driving Program Manager immediately. Additionally, all personnel driving on the Main Ramp when a Ramp Freeze is initiated must pull over and stop their vehicles immediately until announced over the Ramp Net that the Ramp Freeze has ended. Contact your Unit Airfield Driving Program Manager for more information.

Personnel Traveling in the AOR

All base personnel deploying or going TDY to forward locations in the USCENTCOM or AFRICOM AORs are required to process through the 379 EMDG for an immunizations and medical record review and medical threat briefing. For more info or to schedule an appointment, call 588-5412.

Voting Monitors Needed

The Wing Voting Officer is looking for volunteers to act as voting monitors from each squadron. This additional duty is not overly time consuming as the wing program is already organized. Please obtain permission from your supervisor and submit your name, unit and expected redeployment date to vote@auab.afcent.af.mil.

Vehicle Security

When leaving vehicles unattended, make sure to secure the vehicle prior to leaving it. Lock all doors and roll-up all windows. Make sure no operations security material, CAC cards, line badges or other personal items are left unattended inside the vehicle. It is important for everyone to practice good OPSEC.

Senior Airman Myco Wilson operates a forklift as Senior Airman Emmanuel Cardenales provides direction here Tuesday. Both Airmen are 379th Expeditionary Maintenance Squadron conventional munitions maintenance crew members. (U.S. Air Force photo by Senior Airman Kasey Zickmund)

