

Buckeye Flyer

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(Air Force Reserve photo by Senior Airman Martin Moleski)

Flight Engineer, Tech. Sgt. Tammy Goble, 89th Airlift Squadron, prepares the C-5 Galaxy for take-off at Wright-Patt.

Wing battles obstacles, accomplishes first C-5 mission

By Senior Airman Martin Moleski/445th Public Affairs

Just two months since the C-141 retirement, reservists embarked on the first C-5 mission from here July 19 to Ramstein Air Base, Germany.

Along with aircraft commander Maj. Mike Baker, members of the 89th Airlift Wing battled through the never-ending heat and flew tail number 00-461 to Dover Air Force Base, Del., where 25 pallets, weighing nearly 35,000 pounds, were loaded onto the aircraft.

With temperatures rising to well over 95 degrees, the crew pressed on allowing nothing to distract them from the mission.

"The heat is part of it," said Senior Master Sgt. Eric Prater, NCOIC for the mission. "You're on a timeline and you need to get it done. But the heat doesn't make it easier."

Yet the heat wasn't the only obstacle this crew faced. Things don't always go as planned, and changes to the mission, especially on a C-5, will

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Put on the full armor

By Chaplain (Maj.) William Dickens/445 AW Chaplain

In August of 2005 I took a convoy trip from Kuwait into Southern Iraq. As the time got closer to leave from Camp Navstar, Kuwait, the convoy commander gave the command to "Armor Up!" We all began to put on our body armor, web belts, helmets, etc. Those carrying weapons did last minute function checks. This was done because we were leaving the relative safety of Kuwait for the uncertainty of the war zone in Iraq.

In Ephesians 6:12-20 the Apostle Paul tells the reader to "Armor Up!" He explains that we are fighting a crafty enemy (the devil) who seeks to destroy us. He then says, "Therefore put on the full armor of God, so that when the day of evil comes, you may be able to stand your ground, and after you have done everything, to stand. Stand firm then, with the belt of truth buckled around your waist, with the breastplate of righteousness in place, and with your feet fitted with the readiness that comes from the gospel of peace. In addition to all this, take up the shield of faith, with which you can extinguish all the flaming arrows of the evil one. Take the helmet of salvation and the sword of the Spirit, which is the word of God. And pray in the Spirit on all occasions with all kinds of prayers and requests. With this in mind, be alert and always keep on praying for all the saints."

Every day we are in a spiritual war zone. Begin each day by "armoring up." God Bless You All!

Correction: In the August issue of the "Buckeye Flyer" the Chaplain's article was written by Chaplain, (Capt.) James Fisher.

Constant change continues

By Col. Oba Vincent/445th Aero-medical Staging Squadron

I have never been one to be at a loss for words or to pass up an opportunity to share how proud I am to be an Airman in the service of this country. However, I have to admit it is a little daunting to be asked to provide a commentary for the "Buckeye Flyer". After all, I remember the first wing newsletter I received in 1989 when I transferred from active duty at Wright-Patt to the 907th Tactical Clinic at Rickenbacker AFB.



Colonel Vincent

Times were quite different back then but I distinctly remember being briefed on how everything was changing and how we could expect more deployments. Actually, it seems one of the biggest constants in the Air Force has been the rate of change. Even today, I expect these will be labeled as the "good old days" in just a few short years.

Yes, it would be easy to reminisce about "old times" or even discuss Wright-Patt and its incredible history. From Hangar 18, to rumored radioactive fish in Bass Lake, to the time the building on the golf course exploded, to the radioactive waste disposal area that could not be found, to some of the highest powered lasers in the world. This is an impressive place and my 21 year history on this base has been full of unbelievable experiences. But I don't think anyone needs proof that I am older than the average Airman.

I could write about the dramatic changes the medical service is undergoing and how important the Reserve component is to our ongoing contingency operations, caring for more than 13,000 injured troops being evacuated from the theatre of operation. I could talk about how we have become modular and how incredible it is that a soldier injured half the world away can be back in this country in 48 hours receiving care continuously throughout the transport system. I am always amazed at the incredible skill, professionalism, and dedication of the medical personnel. But I think all of the Airmen in this wing have incredible skill and dedication and it is hard to single out any specific group.

I could discuss how the "War on Terror" has blurred the edges between civilian agencies and the military and how we are doing more together than has ever been done before. I would love to talk about our activities with the National Park Service and the joint training that is going on, or the support of Hurricane Katrina evacuees.

It's a daunting task preparing a commentary. Perhaps I should return to where I started, and tell you how lucky I feel I am to be an Airman in the service of this great country and to have the opportunity to work with all of the dedicated professionals that make-up the Reserve today.

And maybe next time I have the opportunity to provide a commentary, I will tell you about those radioactive fish.

Buckeye Flyer 445th Airlift Wing (Air Force Reserve Command)

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Aircrews, maintenance finish mission

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occur. Due to a mechanical problem during the flight to Dover, the crew of 20 anxiously waited as maintenance crews worked diligently to fix the problem.

If something goes wrong, it's our job to find the safest way to get to the destination, said Tech. Sgt. Tammy Goble, flight engineer. Sergeant Goble, formerly of the 356th, said she was very happy to see Wright-Patt crews performing real-world missions so soon into an aircraft conversion. More importantly, she was excited to see the aircraft make its long journey to Germany safely.

While the entire mission took just over four days to complete, its importance to the overall mission was felt more heavily during the flight back as four fallen heroes were returned home aboard the aircraft. Three American and one El Salvadorian servicemembers, with flag-draped caskets, were honored for their sacrifice in a ceremony once returned to Dover AFB, Del.

"Seeing their caskets, it's a reminder that this aircraft has an important mission to carry out," said Master Sgt. Jeremy Turner, primary flight engineer instructor. "Many say that's the most precious cargo up front."

In addition, the C-5 brought back nearly 65,000 pounds of cargo from Ramstein, including a C-5 engine.

In an ironic twist, a thunderous storm moved in prior to take-off from Dover, which delayed the return not just of the aircrew, but also about 50 Wright-Patt reservists returning home from their annual tour.



(Air Force Reserve photo by Senior Airman Martin Molecki)

Tech. Sgt. Ron Baker (right) and Master Sgt. Jeremy Turner look through in-flight instructions aboard a C-5.

Members of the 445th Logistics Readiness Squadron and Communications Flight were onboard the aircraft ready to return home after augmenting active duty units at Ramstein for two weeks.

Yet despite the minor setbacks, the crew remained very optimistic about future C-5 missions. "It's a different mission than that of the C-141," Sergeant Turner said. "The cargo that we can hold far outweighs any problems we might have."

"While the challenges and mission of the C-5 are slightly different than that of the C-141, the professionalism, experience, and dedication of 445th aircrews, maintenance and support personnel have made it a nearly seamless transition," Major Baker said.

But moving forward and making future flights less stressful now lies in the hands of the 89th.

"On the first mission you just want to work out all the bumps," said Sergeant Prater, who is in upgrade training for instructor loadmaster. "The first couple missions we're just trying to see what else we can change to make the mission better. We'll take what we learned from this trip back to the office and fix the small things."

Sergeant Prater predicts that once the wing adjusts to the small things, the C-5s will be running missions like the C-141s by October.

There was little room for excitement left at 4 a.m. when the C-5 made it back to Wright-Patt and the mission was accomplished. But as the tired crew departed the aircraft, many took time to reflect back on the adversity they faced, and how re-entering real-world missions would once again allow the entire Air Force to see and respect the scarlet and gray tails from Wright-Patterson AFB.

Reservists with their families enjoy wing picnic at Bass Lake



(Air Force Reserve photo by Master Sgt. Doug Moore)

Senior Master Sgt. William Spradlin, 445th Security Forces Squadron First Sergeant, leads Gus the horse as Adrienne Besser receives a ride.



(Air Force Reserve photo by Maj. Ted Theopolos)

Reservists and family members enjoy a game of volleyball at the wing picnic Aug. 6.



(Air Force Reserve photo by Master Sgt. Doug Moore)

Wing family members cool off with the spray from a fire truck at Bass lake.



(Air Force Reserve photo by Maj. Ted Theopolos)

Master Sgt. Annette Jones and Tech. Sgt. Eric Miller (left), encourage Master Sgt. Doug Moore and Maj. Bruce Winhold (right) as they do push-ups for the fitness challenge while Master Sgt. Cynthia Holland (standing) times the participants



(Air Force Reserve photo by Master Sgt. Doug Moore)

Above: Brenden Theopolos, son of Maj. Ted Theopolos of 445th Airlift Wing, throws a football at an opening of a game at the 445th Airlift Wing Family Day picnic at Bass Lake as Senior Airman William Deering from the 445th Aeromedical Staging Squadron and grandson Brayden Logan look on. **Right:** Tech Sgt. Clifton Griffie and Master Sgt. Oliver Moore both of the 445th Maintenance Squadron, enjoy a game of horseshoes at the Family Day picnic at Bass Lake Aug. 6.



(Air Force Reserve photo by Maj. Theodore Theopolos)



Night Moves

Aircraft Maintenance Squadron adds graveyard shift

By 1st Lt Erica N. Donahoe/445th Public Affairs

It's not quite 24/7, but it's close.

The transition to the C-5 Galaxy has certainly affected the entire 445th Airlift Wing and perhaps no unit has felt that impact more than the 445th Aircraft Maintenance Squadron. The unit recently added an additional shift beginning Aug. 6, transitioning to 24 hours a day, five days a week.

"By the time the aircraft comes down between 8 and 9 p.m., there just isn't enough time to service the aircraft and get it turned around for the next day. We would only have a few hours to work on maintenance issues before the shift ended," said Maj. Charles Lowe, the commander of 445 AMXS. "Adding the additional shift allows continued maintenance for the aircraft that need it."

The unit sent members to Dover to train on the C-5 Galaxy in 2005, as well as hosted the Field Training Detachment at Wright-Patterson. "Knowing the idiosyncrasies of the airplane and being able to predict where a problem will lead—that's something that just takes time," said Chief Master Sgt. Raymond Grass, superintendent of the unit.

Considering that the aircraft has over 70 technical orders, which serve as guides for maintenance operating procedures, learning those idiosyncrasies is no small task. "One job may require you to reference 3 or 4 different technical orders," said Chief Grass.

The 445 AMXS has nearly doubled in size to tackle the new maintenance intensive aircraft. Previously, the unit was authorized about 60 full-time positions but that number has been increased to over 100.

Unfortunately the maintenance challenges incumbent to the C-5 will probably only increase as



(Air Force Reserve photo by Tech. Sgt. Charlie Miller)

Senior Airman Mike Baker, 445th Aircraft Maintenance Squadron, inspects the wing of a C-5 while wearing a safety harness.

the Air Force plans to keep the plane in the inventory until 2040, making it a nearly 80-year-old aircraft, according to the Air Force Fleet Viability Board.

"We're already discovering a lot of stress cracks in various places throughout the aircraft, which can require a depot-level repair," said Major Lowe. Depot-level repair requires that the aircraft be sent to Robins AFB, Georgia for maintenance where it will wait in line among other regional aircraft. The urgency of the repair will determine how long the aircraft has to wait. "Usually the depot repairs average around a year to complete."

The C-5, currently under conversion, is receiving upgrades to its engines and avionics systems. "Anything new on the airplane is a good thing, but our major maintenance issues are in the body of the aircraft, things like stress cracks and wiring," the Major said. "The engines tend to be pretty reliable already."

Major Lowe doesn't foresee any immediate changes to the new 24 hour schedule. "If we had a change in the experience level of our technicians in the future, we might be able to ease back. Experience is one of the biggest challenges we face," said Major Lowe.

For now, the 445 AMXS is working around the clock, training their personnel and learning the aircraft as quickly as they can. "Aircraft Operations is our customer, and we do everything we can to support them," said Major Lowe. It's evident that not only is the C-5 an immense aircraft, but so is the job of keeping it operational.



Reservists receive patients coming and going

By Master Sgt. Doug Moore/445th Public Affairs

Mobilized and volunteer members of the 445th Aeromedical Evacuation Squadron, stationed at Andrews AFB, Md., completed their fourth four-month rotation in August as the primary AES for the distribution of patients returning to the U.S from Ramstein AB, Germany.

"We recover patients coming from different theaters throughout the area of operations and then move them around the CONUS in aircraft available to us," said 445th AES member Lt. Col. Penny Harnish-Main, who is currently serving as Aeromedical Evacuation Operations Officer for the 375 AES/Detachment 1 at Andrews.

The operation, run almost 24 hours/seven days a week, is supported by five five-person aeromedical evacuation flying crews and ten ground support crew members who handle the 25-plus missions each week.

"It is amazing what these aeromedical crews are doing in the medical arena," said Maj. Christopher Paige, Medical Crew Director Instructor, 86 AES, Ramstein AB, Germany. "No other medical organization in this country or the world for that matter, is moving patients like these people do. They are quickly moving lots of patients over long distances in a relatively short period of time."

"This location at Andrews AFB is the best training platform available for upgrade training in our field," said Lt. Col. Valerie Jarreau Officer-in-Charge, 375 AES/Detachment 1. "We use all three primary aircraft and every aeromedical evacuation support system available to enhance the transition of new nurses and technicians. We use the Litter Station Augmentation Set, the Patient Support Platform, and the Patient Loading System every week in our jobs, while most new personnel never see all these aircraft and equipment in one location."



Promotions

Congratulations to the following reservists recently promoted to the rank indicated.



Master Sergeant

Rex Schlosser, 87 APS



Lieutenant Colonel

Scott Davidson, 445 ASTS

Mark Gunzelman, 445 SFS

Awards

Congratulations to the following 445 AW members who recently earned awards.

Meritorious Service Medal

Col William Hurd, 445 ASTS

Lt Col Nancy Westbrook, 445 AES

CMSgt John Bankowitz, 445 LRS

CMSgt Ray Combs, 445 AMXS

CMSgt Frank Valensi, 445 MXS

SMSgt Kevin Beck, 445 OSS

SMSgt Rosie Harris, 445 AMDS

SMS Catherine Little, 87 APS

SMSgt Cynthia Walter, 445 AES

SMSgt Gary Worrell, 87 APS

MSgt Lisa Rodriguez, 445 AMDS

TSgt Samuel Mitchell, 445 MXS

Air Force Commendation Medal

TSgt Kevin Beck, 445 MXS

TSgt John White, Jr., 445 AMDS

SSgt Robert Green, 445 MXS

Air Force Achievement Medal

MSgt Karen Miller, 445 AW

Newcomers

Welcome to the following reservists, recently assigned to the 445th AW:

Maj Gregory Baxley, 445 AW

Capt Maureen Taylor, 445 AES

TSgt Michael Depremio, 445 AMXS

TSgt Alan Fuller, 445 AMXS

TSgt Chad Gibson, 445 MXS

TSgt Bryan Lambert, 87 APS

SSgt Michael Blanton, 87 APS

SSgt Michael Brown, 445 AMXS

SSgt Todd Cook, 445 MSF

SSgt Daniel Everson, 445 ACF

SSgt Quinton Johnson, 445 MXS

SrA Cassandra Casul, 445 ASTS

SrA Shaleese Turner-Jenkins, 445 ASTS

A1C Seth Bollinger, 445 AMXS

A1C Timothy McClung, 445 ASTS

A1C Daren Yingling, 445 AMXS

AB Matthew Brodarick, 445 AMXS

AB Sierra Lagard, 445 AMDS



(Air Force Reserve photo by Master Sgt. Doug Moore)

Staff Sgt. Keith Beckerich, 445th Aeromedical Evacuation Squadron talks with a patient aboard a C-130 at Andrews AFB, Md.



News Briefs

445th golf team takes honors



Ten golfers from the wing earned first place in the intramural golf division. Golfers started in May and ended Aug. 14 with the single elimination play-off concluding at Twin Base Golf Course.

"We have ten members on the team but only four played at any one time," said Master Sgt. Blaine Bermel.

Golfers were in the Monday evening league, but joined with the Thursday league for the play-offs.

"There were three rounds with single elimination," said Bermel.

Reserve golfers were Master Sgt. Larry Cardiff, Lt. Col. Bill Driver, Maj. Rob Bovender, Master Sgt. Mike Steele, Maj. Chris O'Neil, Col. Steve Johnson, Senior Master Sgt. Jay Johnston, Master Sgt. Donald Boudinet, Maj. Steve Schnell, and Master Sgt. Blaine Bermel.

445th Airlift Wing UTA Schedule for Fiscal Year 2007

| | SCARLET | GRAY |
|----------|---------|-------|
| Oct (06) | 14-15 | 21-22 |
| Nov | 4-5 | 18-19 |
| Dec | 2-3 | 9-10 |
| Jan (07) | 6-7 | 20-21 |
| Feb | 3-4 | 10-11 |
| Mar | 3-4 | 10-11 |
| Apr | 14-15 | 21-22 |
| May | 5-6 | 19-20 |
| June | 2-3 | 9-10 |
| July | 14-15 | 28-29 |
| Aug | 11-12 | 18-19 |
| Sept | 8-9 | 22-23 |



(Air Force Reserve photo by Maj. Ted Theopolos)

Jet Car driver Bill Braack blasts down the runway at the Dayton Air Show.

AF Reserve Jet Car visits Dayton

By 1st Lt. Erica Donahoe /445th Public Affairs

Until he met Scott and Linda Hammack, retired Air Force reservist Bill Braack was not much more than an air show enthusiast. But the Hammacks, owners and inventors of the first jet-powered ground act to break in to the air show industry, quickly changed all that.

In the early 90's, Braack was a full-time healthcare manager and a flight engineer for the reserve. A civilian pilot, Braack always had an interest in flight and frequented many air shows.

When he met the Hammacks and discovered the jet car, "the light bulb came on and I thought, what a great recruiting tool this could be," Braack said. With a background in advertising and experience as a reservist, Braack helped pitch the idea to Air Force Reserve Command. Shortly thereafter the Air Force Reserve Jet Car was born.

The teams' schedule landed them in the Wright-Patt area recently, where they had the jet car on display outside of Fifth Third Field before the Dayton Dragons' game July 27. The game was a great opportunity for the team to get out in the community, but the main event for the week was the Dayton Air Show, July 29-30.

The team usually performs at around 20 air shows per season, running from May to September. Scott Hammack, the original driver and designer of the car, performs maintenance and keeps the car in tip top shape.

He recently relinquished the lead driving position to Braack, who was serving as secondary driver and driver of the teams' huge Kenworth tractor-trailer rig and is constantly looking for ways to improve the car and the show. Hammack's wife, Linda, has been a full-time crew member for over 10 years.

"The response we get is always just incredible," Braack said of the Air Force Reserve Jet Car. "Driving from base to base I always get calls from other truckers thanking me for what I do." Braack laughs, "Sometimes it will go on for miles."

Likewise, the response they receive at the air shows is always fantastic.

"We were pulling the jet car out and nearby there was an F-18 pilot showing his Dad his plane. The pilot looked over at the car and said 'Wow—that's awesome'" said Braack. "That makes you feel pretty cool."

And how could you not feel cool, piloting a car that races from 0 mph to 450 mph in just 8 seconds. But its speed is not the only cool thing about the jet car. The jet car has proved an invaluable tool for recruiting and showcasing the Air Force Reserve at air shows around the country.

"Watching what the partnership between the jet car and Air Force Reserve Recruiting can create is always exciting," Braack said.

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