

# ALAMO WING

Volume 54, Number 8, August 2005

433<sup>rd</sup> Airlift Wing, Lackland Air Force Base, Texas

**REDHORSE**  
deploys  
Page 3

Wing tests new  
device  
Page 5

Double  
loads  
Page 6

## New C-5 schoolhouse construction begins

By Senior Airman Jonathan Simmons  
*Wing Public Affairs*

Contractors broke ground June 27 on the highly-anticipated facilities that will allow the C-5 Formal Training Unit to move from Altus Air Force Base, Okla., to its future home here at the 433<sup>rd</sup> Airlift Wing.

The on-going commotion near the 68th Airlift Squadron signals the first stages of a new era. Two new buildings are planned; a three-story, 69,000 square-foot ground training school north of Building 898, and a 25,000 square-foot flight training school north of Building 828.

Both facilities were awarded as a single contract to Spawglass Contractors Inc. at a cost of about \$17 million. The project is slated for completion by September 2006.

“Ground breaking was postponed for about three months while we waited for the BRAC decisions,” Lt. Col. Richard Matthews, 433<sup>rd</sup> Civil Engineering Squadron commander said. “We’re going to try to make up for lost time and finish it in 15 months rather than 18.”

The new schools will train pilots, flight engineers and loadmasters in C-5 operations. Academics and flight simulator training are just some of the items that will be



Photo by Senior Airman Jonathan Simmons

A front-loader operated by Spawglass Contractors Inc. scoops cement along the 433<sup>rd</sup> flight line as one of the first steps for construction of the Ground Training School of the anticipated C-5 Formal Training Unit. The new school complex should be completed by September 2006.

taught at the Ground Training School.

“**The advent of the C-5 schoolhouse will begin a whole new era for the 433<sup>rd</sup>**”

**Col. John Fobian**

The Flight Training School will teach all initial and instructor qualifications as well as aerial refueling training.

Instructors at the GTS will also teach the Basic Flight Engineer course for C-130 and KC-10 flight engineer candidates.

The 433<sup>rd</sup> will not receive any additional aircraft and will remain at its current inventory of 16 C-5s, according to Lt. Col. Frederick McMahon, 433<sup>rd</sup> Operations Group

Standardization and Evaluation chief.

There will be a reduction in the number of convenient parking spaces for members who work at the 68<sup>th</sup> AS and the Maintenance and Aircraft Maintenance Squadrons, although no roads will be closed. Additional spaces have been created south of Buildings 828 and 898 to compensate for the conversion of parking spaces in construction areas.

“Parking along the flight line fence is prohibited,” said Master Sgt. Julius Murrell, 433<sup>rd</sup> AW Security Manager, “as Air Force Instruction 31-101 requires that a clear zone be main-  
**(See SCHOOLTIME, 4)**

# Take this advice to the bank, to the field

By Col. Delbert Lewis  
 433<sup>rd</sup> Operations Group Commander

Just after 7:00 a.m. at Sather Air Base, Iraq, two muffled, swishing sounds disrupted the still, dusty morning air followed by loud thuds, one of many rocket attacks on the Baghdad Airport. Immediately, a coordinated effort took place to ensure the safety of our people while restoring the busy pace of our air operations. This restoration was the result of work on Quick Reaction Checklists and procedures - skills our people had refined prior to the event to help save lives.



In the event described above, Airmen used tools like metal detectors, working dogs, binoculars, all-terrain vehicles and Giant Voice, an on-base

public address system, to perform the vital unexploded ordnances sweep in an attempt to make the base safe. Home stations had trained the Airmen well, in simulated conditions, before the hostile environment we encountered in Iraq.

My point - to emphasize the need to take your training requirements seriously, even in "simulated conditions." Whether it's a Mission-Oriented Protective Postures (MOPP) exercise, a Full Spectrum Threat Response (FSTR) event or qualifying with your weapon, you owe it to yourself, your wingmen and loved ones to take the training as "deadly serious."

In a separate event, Giant Voice sounded the "take cover" signal after another rocket exploded near base. The enemy had staged two simultaneous attacks and we expected mass casualties. We used checklists to coordinate our response. Giant Voice

summoned all medical personnel to the hospital, including Airmen with advanced life saving training, and all helicopter traffic was held up in case Med-Evac flights to downtown facilities became necessary.

That evening, after the blood and tears had been wiped away, the expeditionary medical squadron commander and I reflected on our team's great performance. Communication between first responders and command was concise, allowing us to prepare for casualties and giving us precious time for Med-Evac coordination. More Airmen responded to the call for first aid attendants than were needed and most, if not all of those volunteers received their training at the comfort of their home bases.

Again, I say, take your training seriously. You too, may be in a situation some day to step forward, confident you can help and save a life, in a combat zone or here at home. 

## Alamo Wing

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### Public Affairs Staff

Col. John Fobian .....Wing Commander  
 Maj. Elena Milford .....Chief, Public Affairs  
 Capt. Bruce Hill, Jr. ....Deputy Chief, Public Affairs  
 Tech. Sgt. Colleen Roundtree .....Editor  
 Tech. Sgt. Kat Bailey.....Staff Writer  
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## Chaplain's Corner

By Chaplain Lyle "Von" Seggern  
 433<sup>rd</sup> Chaplain Section

### Sweet Victories!

"Praise be to the Lord my Rock,  
 who trains my hands for war,  
 my fingers for battle.  
 He is my loving God and my fortress,  
 my stronghold and my deliverer,  
 my shield,  
 in whom I take refuge,  
 who subdues peoples under me."

--Psalm 144

Glory and praise to God for the victories He has given all those of the "Alamo Wing" and attached units! Shouts of thanksgiving to God for the victories He will give you and your families in the future.

I celebrate the Lord's help in your life and in the lives of those you care about. May God's awesome power subdue all your enemies and the enemies of our Nation. Let us humbly come before God today, acknowledge how grateful we are, and then go out and help Him win the war!

Go America Go!

### 433<sup>rd</sup> Airlift Wing Religious Services

Protestant worship and Catholic Mass are held each UTA Sunday. Services are conducted in the new Chaplain Section on the second floor of building 910. Please check your e-mail for service times. 433<sup>rd</sup> Chaplain staff can be reached at 925-3556.

# RED HORSE deploys 50 to Southwest Asia

By Staff Sgt. Carlos Trevino

*Air Force News Service*

In June, a second rotation of 50 men and women from the 307<sup>th</sup> RED HORSE, an attached unit of the 433<sup>rd</sup> Airlift Wing, deployed on a charter flight to Fort McCoy, Wis., for three weeks of combat skills training before leaving for their 6-month assignment overseas.

The 400-member squadron deployed a diverse group of men and women ranging from Vietnam-era veterans to recent tech school graduates.

Senior Airman Amanda Balyeat, an engineer, graduated from Basic Military Training just a year ago. A former waitress, she had no reservations about joining the Reserve during wartime. "I wasn't making it waiting tables. I wanted to make more of my life. I wasn't doing it before."

Airman Balyeat is also a single mom. Her 5-year old son realizes why she is away. "He understands that Mommy is working for the Air Force," she said. "I am excited to go, mostly because of my son," she said of her first deployment.

In her civilian career, Airman

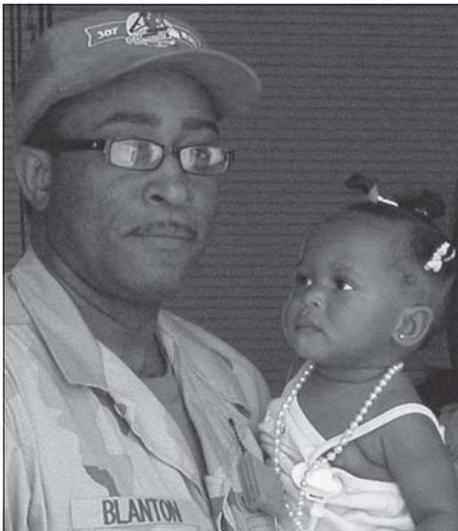


Photo by Staff Sgt. Carlos Trevino

Staff Sgt. Rodney Blanton, 307<sup>th</sup> RED HORSE Squadron, holds his daughter, Chelsey, during their last afternoon together before his deployment.



Photo by Staff Sgt. Carlos Trevino

Senior Airman Amanda Balyeat, 307<sup>th</sup> REDHORSE squadron engineer (front right), stands in one last formation prior to her departure to Southwest Asia. The 307<sup>th</sup> RHS will be deployed up to one year in support of Operations Iraqi and Enduring Freedom.

Balyeat is a construction inspector with the Texas Department of Transportation. "The Air Force has helped me out a lot, I got the job with TexDOT," she said.

According to Airman Balyeat, without her Air Force training and on-the-job experience with the RED HORSE at Camp Bullis, she would not have been hired for the job. "I didn't want to wait tables for the rest of my life," the petite 24-year-old said.

This deployment is the last "hurrah" for Tech. Sgt. Gerardo Santiago, 58, a Vietnam-era veteran who served in the Air Force in Japan as a communications specialist. "If anybody is prepared, we are," said Sergeant Santiago, a vehicle maintenance mechanic.

The week prior to leaving for Southwest Asia, the deploying members trained and worked in the compound wearing their 20-pound body armor the entire duty day. Annual bivouacs to Randolph's auxiliary landing field in Seguin, Texas, have also boosted the unit's skills according

to Santiago. "It has helped us stay sharp and will keep us safe," he said. "The more you sweat in peace, the less you bleed in war."

Tough working conditions are nothing new to the RED HORSE. In January, they constructed a forward operating base dubbed Camp Anderson Peters at Camp Bullis, just north of San Antonio, by working seven days a week, 12 hours a day.

"This was an awesome task for the unit," said Chief Master Sgt. Tony Valdez, NCO in charge of Quality Assurance. Instead of a civilian contractor being hired for the job, the 307<sup>th</sup> was selected due to "speed and less red tape," he said. The facility serves as a training site for deploying personnel and includes cadre quarters, classrooms, a dining facility, showers, latrines, and barracks.

In January 2006, the team will return to San Antonio. "It's an honor to be selected," Sergeant Santiago said. "This will make the world a safer and better place. It's better to do it over there than over here." 

# Schoolltime ...

Continued from page 1



Photo by Senior Airman Jonathan Simmons

A contract-operated excavator breaks up cement in the 68 AS parking lot to begin construction of the school complex of the anticipated C-5 Formal Training Unit. The Alamo Wing expects to add about 155 new positions to staff the new mission which is slated to start sometime in September 2006.

tained within 20 feet of any restricted or controlled area. Vehicles parking in areas not marked for parking may be ticketed by the 37<sup>th</sup> Security Forces Squadron.”

“As construction begins, personnel should remember safety,” Col. John Fobian, 433<sup>rd</sup> Airlift Wing commander said. “There are no plans to close Galaxy Road, but everyone should be aware of heavy construction equipment frequently traveling along the flight line road.”

The Army Corps of Engineers is administering the project; the 37<sup>th</sup> Training Wing and 433<sup>rd</sup> Airlift Wing are providing base and user oversight.

“We want to make sure the schoolhouse conforms to base standards and that it will meet our needs,” Lt. Col. Matthews said.

According to Lt. Col. McMahon,

students will begin attending ground and flying training here Oct. 2006.

The transition of students from Altus to Lackland will be gradual, culminating in July 2007.

At that time the 433<sup>rd</sup> will assume 100 percent of the training responsibility for about 650 students per year here with about 150 on campus in various stages of training on any given, training day.

The Alamo Wing will add about 155 full-time positions to staff the new mission as well as about 100 contractors and 130 traditional reservists.

“The advent of the C-5 schoolhouse will begin a whole new era for the 433<sup>rd</sup>,” Col. Fobian said. “It will bring Airmen from every active duty, Air National Guard and Reserve C-5 unit to the Alamo Wing for all facets of aircrew training.” 

## Med group builds bridges with teamwork

By Senior Airman Jonathan Simmons

Wing Public Affairs

About 25 Air Reserve Technicians, traditional reservists on orders, and student hires from each of the three medical squadrons and Group staff came together at Stapleton Park near the Air Intelligence Agency to build bridges between themselves as the 433<sup>rd</sup> Medical Group held its first Team Building Training Day June 22.

The MDG is unique among 433<sup>rd</sup> units with its 470 members situated in vastly different locations around Lackland. The Medical Squadron is collocated with Wilford Hall Medical Center, and the Aeromedical Staging Squadron is on the Kelly side of the flight line, while the familiar Clinic and the Group are in the Wing headquarters building. What some may not realize is the full-time Group staff itself is only about 1 year old.

“With the units being so spread-out with different missions, there’s limited time to interact,” said Capt. Richard Aves, Aerospace Medicine Squadron administrator. “This (training day) gave us an opportunity to open doors because people really didn’t know each other.”

“The goal and theme for the training day was ‘building bridges though teamwork,’” said Senior Master Sgt Maria Reyes, MDG superintendent.

There are three MDG squadrons with three different mission concentrations, but they are one team and have one goal to maintain a mission-ready force in this fight.

Medical Group personnel were randomly placed on mixed-squadron teams to participate in a series of team competitions, which included building bridges...out of masking tape and newspaper, a costume-building race and a fluid movement activity.

There was also a time for food and sharing. Members shared stories from their own lives where safety made a difference.

“The training day was very beneficial,” Senior Airman Vianca Cantu, MDS assistant work group manager said. “We all became closer that day. We became a group...the Medical Group.”

“It opened up communication doors between squadrons,” Sergeant Reyes echoed. “Since we have limited full-time manning, we have to work smarter and not reinvent the wheel.”

“We have so many common AFSCs (between the squadrons), but we didn’t know how to best use those commonalities,” Capt. Aves said. “This teambuilding day helped a lot.”

This was the first of many teambuilding days planned now that there is a demand for it, Sergeant Reyes said. The next one is scheduled for December. 

# Wing to conduct corrosion prevention trial

By Tech. Sgt. Kat Bailey

Wing Public Affairs

**T**he 433<sup>rd</sup> Airlift Wing is taking part in a field trial of proven corrosion prevention compounds (CPCs) as part of the C-5 Corrosion Control Program at Robins Air Force Base, Ga.

Dan McTish, C-5 Corrosion Engineer with Lockheed Martin, the C-5's manufacturer, said the program is an initiative for exploring reducing overall weapon system cost of ownership in an effort to address corrosion problems on all aircraft in the Air Force Fleet. "The Office of the Secretary of Defense realized that most of the Air Force's aircraft were very old. There was no discernable way to determine the level of corrosion to the planes, so they came up with this program to address corrosion problems," he said. "We are not testing any products; these are proven corrosion prevention compounds that are not experimental."

The purpose of the C-5 Corrosion Control Program is to see if the CPCs give a good return on investment on the C-5. The performance of the CPCs will be monitored for a period of 2 years on two C-5s each from Westover Air Reserve Base, Mass., Stewart Air National Guard Base, N.Y., and the 433<sup>rd</sup> Airlift Wing here at Lackland.

The application of the CPCs was a two-part process. First, the vendor of the CPC used here at the wing treated corrosion-prone areas on the left sides of two Wing C-5s with two different products. "They used a hard film only on the areas that can be washed, like the gears, tie-down receptacles, and the main and nose landing gears because the hard film traps every spec of dirt and grease," Mr. McTish said. "It's like painting over mildew if you use it on dirty, non-washable areas."

The vendor used an oily film in



Photo by Tech. Sgt. Kat Bailey

**Air Reserve Technician Alfred Johnson, 433<sup>rd</sup> Maintenance Squadron, tests a newly-installed sensor in the nose landing gear of a 433<sup>rd</sup> Airlift Wing C-5 Galaxy. The sensors are an integral part of a corrosion field test on operational aircraft at only three C-5 bases, run by the C-5 Corrosion Control Program at Robins Air Force Base, Ga.**

areas like the cargo underfloor and fuselage belly skin that are not often washed.

The installation of corrosion sensors was the second part of the process. Ernie Patterson of Battelle Memorial Institute, designer of the corrosion sensors, installed 42 to 44 sensors of steel and copper on both sides of the aircraft. "I first get a baseline reading of the current level of corrosion," Mr. Patterson said. "The sensors only record data. After it's downloaded, I coordinate and process the data to see what levels, if any, of corrosion are where."

Mr. Patterson also did the installation of sensors at the other two bases while several wing members assisted in the application of the CPCs. "The hardest part about the whole program was trying to guarantee the availability of two of our C-5s," said Master Sgt. Nicholas Peche, a Quality Assurance Air Reserve Technician (ART) at the Maintenance Group. "The aircraft we chose for the trial need to stay here

for two years. We can't lose them to the depot or the whole point of the test fails."

Mr. McTish will be back at the 433<sup>rd</sup> every wash cycle, or 120 days, to check on the program. "There is no change in operations; it remains a normal working environment," he said. "I'll do a visual examination and forward the readings to Battelle for their report."

Mr. McTish said there is also a possible side benefit to the field trial in addition to testing corrosion. "The funds aren't available for certain areas of the aircraft that desperately need repainting, like the gear wells of the main and nose landing gears," he said. "CPCs may extend the life of those areas, giving us a higher return on our investment."

If the C-5 Corrosion Control Program is successful, the results will be considered for CPC applicability across the C-5 fleet and the Air Force will add application of CPCs to the Technical Orders. 

# Reserve loadmasters; like father, like son

By Staff Sgt. Carlos Trevino

*Air Force News Service*

Sometimes children vow never to be like their parents. Not so with Senior Airman Thomas Veilleux, Jr. Two years ago, he decided to follow in the footsteps of his father, Master Sgt. Thomas “Buttons” Veilleux, Sr., as a C-5 loadmaster.

After graduation from Judson High School in Converse, Texas, where he was active in the Air Force Jr. ROTC program, Thomas Jr. was like any typical 18 year old - enjoying his free time, unsure about joining the military, and working. The reality of life steered him toward a career in the Air Force Reserve. “I was working two jobs when I decided to become a loadmaster,” he said.

The family regularly attended air shows in the San Antonio area. However, the boys, including brothers Robert, 18, and Sean, 15, were not interested in a military career. “It was understood that all the boys would

have to make their own decisions as to what they wanted to do with their lives,” said Diane Veilleux, Sergeant Veilleux’s wife of 23 years.

During the rare times the two are home together, Mrs. Veilleux gets lost trying to follow the conversation. “They talk a foreign language,” she said.

Sergeant Veilleux cited travel as a major enticement for his son to join the Reserve. “There are not too many jobs where you can have breakfast in Germany, fish and chips for lunch in England, and steak for dinner in Delaware all in the same day,” he said.

The recently promoted Airman has traveled to such exotic sites as Hawaii, Japan, Spain, Germany and England. “I never thought I’d be able to go to one of the European countries, but in two years of service I have gone to three,” Airman Veilleux said. “Most people don’t even get to go (to Hawaii) one time in their lives.”

On one recent mission there,



Photo by Staff Sgt. Carlos Trevino

**Master Sergeant Thomas Veilleux, Sr., 68th Airlift Squadron loadmaster, manipulates levers on the C-5 forward ramp control panel.**

Airman Veilleux and the whole family flew as space-available passengers, the only way father and son can fly together according to Air Force regulations, and his brothers were able to see their older brother work first-hand.

“He was the most difficult passenger I’ll ever have,” Airman Veilleux quipped, referring to his father.

“It’s the only time he will ever be able to tell me to sit down and shut up,” his father responded. “I didn’t push him into this; he wanted to become a loadmaster. I thought it was great. He did everything he could to get in,” he said.

Sergeant Veilleux’s proudest moment was attending his son’s tech. school graduation at Altus AFB, Okla., where he pinned the wings on his son. “Not every father has the opportunity to serve in the service, or serve in the same branch of the service as their son. With me pinning the same wings I had, it was a great feeling,” he said.

How does Diane Veilleux feel about almost half of her family being airborne at any given moment and serving thousands of miles away?

“Very proud,” she said. “During this trying time it is good to see that the military can bring families closer together. When young men become adults, they sometimes grow away from their parents. This brought us closer,” she said. 



Photo by Staff Sgt. Carlos Trevino

**Senior Airman Thomas Veilleux, Jr. (left), looks on as his father, Master Sgt. Thomas Veilleux, Sr., goes over a C-5 systems manual with him during a training session. Both father and son are loadmasters assigned to the 68th Airlift Squadron here.**

# Flexibility, teamwork keys to Total Force

By Master Sgt. Mitch Gettle

*Air Force Print News*

**WASHINGTON** — Leaders from the active-duty Air Force, Air Reserve Command and National Guard Bureau spoke recently about the direction of the Air Force's Future Total Force.

The future of the Air Force will be determined not only by the Future Total Force plan, but also the 2005 Base Realignment and Closure recommendations, the 2005 Quadrennial Defense Review, ongoing capabilities studies and annual budget deliberations, said the Air Force director of plans and programs.

"We must keep in mind that there will always be moving parts," said Lt. Gen. Stephen G. Wood. "The Future Total Force planning process is a dynamic one."

General Wood said the FTF plan comprises two parts: a well-analyzed, cost-constrained force structure and innovative organizational structures that synergize the strengths of active-duty and citizen Airmen.

Lt. Gen. John A. Bradley, chief of Air Force Reserve and commander of Air Force Reserve Command; Army Lt. Gen. H. Steven Blum, chief of the National Guard Bureau; and Brig. Gen. Allison Hickey, director of the FTF directorate, accompanied General Wood to highlight the unity among the three components in forging ahead on the future plans of the Air Force.

"We have been working with our Air National Guard and active-duty partners on this Future Total Force (plan) from day one," General Bradley said. "It's going to make us a much more operationally effective Air Force in the future."

"The Air National Guard and Air Force Reserve will not be excluded from any mission set for any of the weapons systems for the Future Total Force," General Blum said. "There are great opportunities ... that exist for (the Guard and Reserve) to deliver the capabilities that this nation needs."

These capabilities include Homeland Defense, which, according to General Blum, "must be capability number one for the Air National Guard." He also said that retaining expeditionary combat support capabilities are "hugely essential" and will provide support in their federal role, as well as give the governors the capabilities they need during state emergencies. These capabilities include medical, civil engineering, communications and security.

The six FTF initiatives originally proposed in December 2004 continue to move ahead, while all components work closely together to expand and plan for future emerging missions.

"We will continue to work with all stakeholders in this process to work through emerging mission priorities while assessing the resulting budget,

manpower and training impacts," General Hickey said.

As BRAC and QDR move forward, the Air Force will be responsive to changes and address new strategy and capability requirements, General Wood said.

"BRAC does not dictate the number of airplanes, it deals strictly with basing," General Bradley said about the effect of potential changes to BRAC recommendations. "If the direction coming out of BRAC changes, we will work together to make the necessary adjustments."

"It is important to remember ... there will never be a 'final' Future Total Force plan," General Wood said. "Like the evolutionary nature of our air (and space) expeditionary force, we must retain the ability to adapt our plan."

General Blum and General Bradley agreed, stating the FTF plan would be the Air Force priority regardless of ongoing studies or external events. The plan reinvests savings from divestiture of older weapon systems to allow future capabilities.

"We need to be postured for the future instead of stuck in the past," General Blum said. "We will continue to work together — active duty, Air National Guard, and Air Force Reserve — to reach our goals without ever compromising the capabilities we bring to the fight."

## Senate confirms Moseley as next chief of staff

**SAN ANTONIO (AFPN)** — The Senate has confirmed Gen. T. Michael Moseley as the next chief of staff of the Air Force. He is the current Air Force vice chief of staff. General Moseley met with members of the Senate Armed Services Committee June 29 during his confirmation

hearing. Following the approval of the committee, his nomination was forwarded to the full Senate which approved the nomination just before adjourning for the Fourth of July holiday. During the hearing he said his priorities would be to further refine and improve joint warfighting

skills, continue to strengthen the Air Force's greatest asset — its people — and to recapitalize the aging aircraft fleet to meet future warfighting needs. General Moseley is a command pilot with more than 2,800 hours. He is a graduate of Texas A&M University where he earned both a bachelor's

and a master's degree in political science. Besides holding numerous operational assignments, he commanded U.S. Central Command Air Forces and served as Combined Forces Air Component commander for operations Southern Watch, Enduring Freedom and Iraqi Freedom.

# Awards and Promotions

## Meritorious Service Medal

Lt. Col. Richard Duesing, AW  
 Lt. Col. Rogelio Lozano Jr., MSG  
 Maj. Kevin Thomas, CES  
 CMSgt. Steven Saxon 26, APS  
 SMSgt. Juan Barrientos, CES  
 SMSgt. Shepard Campbell, AW  
 SMSgt. Rudy Durand, CES  
 SMSgt. Lorna Machacon, AMDS  
 MSgt. Brent Carson, SFS  
 MSgt. Rudy Casas, CES  
 MSgt. Andres Castillo, MXS  
 MSgt. Abelardo Gonzales Jr., CES  
 MSgt. Sam Gonzales, MXS  
 MSgt. Gregory Kaskie, CES  
 MSgt. James Powers Jr., CES  
 MSgt. Raymond Robels, SFS  
 TSgt. James Burkes, MXS

## AF Commendation Medal

MSgt. David Delgado, 26 APS  
 MSgt. Richard Garcia Jr., 26 APS  
 TSgt. Robert Arias, CES  
 TSgt. Ruben Cepeda, CES  
 TSgt. Jesus Deleon-Guerrero Jr., SFS  
 TSgt. Darryl Dunnaway, AMXS  
 TSgt. Valde Estrada Jr., CES  
 TSgt. Willie Garza, MXS  
 TSgt. Dennis Guerrero, CES  
 TSgt. Ralph Leza, CES  
 TSgt. James Montalbo, CES  
 TSgt. Ray Naranjo Jr., CES  
 TSgt. Monty Niceschwander, AMXS  
 TSgt. Federico Zapata, AMXS  
 SSgt. Raleigh Frazier Jr., CES  
 SSgt. Mark Johnson, CES  
 SSgt. Richard Lujan Jr., CES  
 SSgt. Janelle Massiate, ASTS  
 SSgt. Manuel Reyes III, CES  
 SSgt. Troy Simchak, 30th SFS (PCS)

## AF Achievement Medal

SSgt. John Kuzniar, AMXS  
 MSgt. Ronald Noll, AMXS



## Senior Master Sergeant

Jesse Alvarado, Jr., 74 APS  
 Stephen Sozanski, 26 APS  
 Esther Vallejo, 26 APS



## Master Sergeant

Tash Bowden, CES  
 Albert Courtney, CES  
 Preston Curtis, 26 APS  
 Michael Ellsworth, 26 APS  
 Ernesto Flores, Jr., AMDS  
 Juan Orta, MDS  
 Jennifer White, MDS



## Technical Sergeant

Rodney Blanton, 307 RH  
 James Bowman, 307 RH  
 Travis Brite, 68 AS  
 Larry Evans, AMXS  
 Mark Fresquez, MXS  
 Tia Hall, MXS  
 Naomie Hernandez, AMDS  
 Alberta Holloway, AMDS  
 Herminia Moreno, ASTS  
 Domingo Rios, Jr., 307 RH  
 Martin Rivera, 74 APS  
 Gabriel Rodriguez, 68 AS  
 Ramon Zarate, MXS



## Staff Sergeant

Christian Calderon, 74 APS  
 Anita Escareno, 307 RH  
 Geri Finn, MDS  
 Gloria Gallardo, 74 APS  
 Veronica Gobeia, OSS  
 Joe Gonzalez, 26 APS  
 Jessica Guzman, 307 RH  
 Jeffrey Juarez, 68 AS

Eli Lozano, MXS  
 Alejandro Molina, 26 APS  
 Jerome Palmer, 26 APS  
 Laura Salinas, MOS  
 Eduardo Valerio, 26 APS



## Senior Airman

Gregory Adcock, LRS  
 Jennifer Boyd, AES  
 Stephenie Bustos, AES  
 Jesse Carrasco, 74 APS  
 Patricia Del Rio, AMDS  
 Roxanne Franklin, MDS  
 Rhonda Garza, SVF  
 Veronica Herrada, AES  
 David Martin, LRS  
 Erica Meyer, AMDS  
 Jacinto Nunez, 307 RHS  
 Aaron Perales, 307 RHS  
 Kaleb Taluban, LRS  
 Thomas Veilleux, 68 AS  
 Eric Wilson, 26 APS



## Airman First Class

Valente Carreon, SVF  
 Joaquin Cruz, 307 RHS  
 Kateshia Greene, LRS  
 Leeroy Hall, SVF  
 Samuel Rios, 307 RHS  
 Feleshia West, ASTS  
 Jessica Wheat, AMXS  
 Corey Villarreal, 68 AS



## Airman

Ashton McKinnies, AES  
 Adriana Verastegui, MDS

### AFRC Medical Award

MSgt. John Clauss, AES, was recognized July 2 by AFRC for his outstanding performance as an air reserve technician NCO in an aeromedical evacuation squadron.

## UTA SCHEDULE

### August

A: 06-07  
 B: 20-21

### September

A: 10-11  
 B: 17-18

### October

A: 01-02  
 B: 15-16

# Reasons come, go; Air Force Reservists stay

By Senior Airman Bethaney Trapp

Wing Public Affairs

**A**lmost 30 percent of the Alamo Wing has 20-plus years of service. What makes the difference for the members of the 433<sup>rd</sup> since only 18.8 percent of the entire Air Force Reserve serves past 20 years? Chief Master Sgt. John Shroyer, 433<sup>rd</sup> Aeromedical Evacuation Squadron with 28 years of service said, "The camaraderie, the people in the squadron, pride in the military and doing my part for our freedom that makes me want to (continue)."

A smaller group of wing members fall into three percent of individuals serving past 30 years and has also experienced several changes throughout their careers. During lengthy careers, change happens.

Master Sgt. Debra Norman, wing historian, is in her 32<sup>nd</sup> year of service with the Air Force. The Air Force became her family and friends, said Sergeant Norman. She started her career on active-duty eight days after her 18<sup>th</sup> birthday and served four years at Wilford Hall here. She then joined the Reserve, first with the 34<sup>th</sup> AES for eight years as a medical aerovac specialist, then in avionics as a communication navigation specialist for another eight years, one year later with Aeromedical Staging Squadron (ASTS) as an aeromedical staging facilities specialist and her past eight years in education and training.

These 'lifers' experience change within their career, as well as their motivations to continue serving their country.

Sergeant Norman spent her entire Air Force career here at Lackland AFB enjoying temporary-duty travel and the ability to see life from several different perspectives, though her original reasons for staying have changed. "The extra pay made a big difference when I was raising two



Photo by Tech. Sgt. Kat Bailey

**Master Sgt. Debra Norman, 433<sup>rd</sup> Airlift Wing Historian, examines source documents that provide exact details of the wing's history. Sgt. Norman is a "lifer" in her 32<sup>nd</sup> year of service in the Air Force.**

children," she said.

She also encouraged her son to join the military a couple of years ago to help broaden his horizons, educational opportunities, travel opportunities and his ability to get into a good career field. When asked who the biggest influence on her career was, she credits Mr. Tom Helm, 433<sup>rd</sup> Airlift Wing executive officer, with providing her the latitude to do her job, giving her respect and inspiring her with his work ethic. Another person who influenced her career is Senior Master Sgt. Rai Miller, the Air Force Reserve Command historian. "A lot of very hard work, extra hours above and beyond what was required of me," helped her get where she is today.

Senior Master Sgt. Gilbert Arbizu from the 433<sup>rd</sup> Maintenance Squadron, with 34 years of service said, "The

camaraderie and the friends I have attained have made it all worth it."

"It is a fast paced job with deadlines to meet but I thrive on my job," Sergeant Arbizu said. "Being an Air Reserve Technician (ART), I'm tied into the Reserve through my civilian employment which also makes it (financially) worth it to stay past 20 years," he said.

Along with changing motivations, the way a career Reservist mentors also evolves.

"Looking back at my career, I wish I would have gotten an education. I don't regret it though because the Air Force and maintenance has been an exciting career," Sergeant Arbizu said. "My daughter and son went active-duty. I encouraged them just as I would encourage future Airmen because the Air Force is quick way to get a skill and an education. If they find that the military is for them, they need to take advantage of every opportunity that is afforded to them."

Where he is today he said took hard work and persistence, going with the flow, a strong work ethic, putting in a little extra and team spirit. "I'm two years out of retirement and looking forward to it. I'll feel really sad leaving but it has been a nice ride."

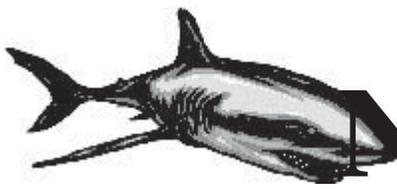
"It will be hard leaving but it's time to go. I see a lot of youngsters coming up and they're ready to take over," Sergeant Arbizu said. 🏠

## QUOTE OF THE MONTH

*"I discovered I always have choices and sometimes it's only a choice of attitude."*

- Judith M. Knowlton, author

Do you have a favorite quote? Perhaps one of your own? E-mail to 433aw.pa@lackland.af.mil with the subject line: Quote for AW.



# News bites...

## **DOD SEXUAL ASSAULT WEB SITE**

Servicemembers who are victims of sexual assault or who need information on the Defense Department policy on preventing sexual assaults can find the information at a new Web site launched by Joint Task Force Sexual Assault Prevention and Response. The site is [www.sapr.mil](http://www.sapr.mil).

## **USO NEEDS YOUR HELP**

Currently 50+ friends, coworkers and families of the 433<sup>rd</sup> stationed in both Iraq and Afghanistan are on the list to receive care packages from the USO. The USO is campaigning to raise donated items to keep the program strong. Business and organizations are being asked to raise awareness of this program and also to contribute items for the care packages. Toiletries, candy, powdered beverages and coffee are among the recommended care-package items. If you or your squadron would like to take up a donation, please bring items into the Family Support Office before Aug. 22 and the FSO will deliver the items to the USO.

## **NEW LAUNCH DATE FOR NSPS**

The first phase of the Defense Department's new National Security Personnel System has been adjusted slightly, to later in the fiscal year. The Defense Depart-

ment will work with the Office of Personnel Management to adjust the proposed NSPS regulation based on public comments and the meet-and-confer process with employee representatives.

The labor relations part of the program is expected to begin by September, followed by the performance management element of the human resources system early in fiscal 2006. All civilian employees will receive the 2006 general pay increase before the pay-for-performance provisions of NSPS begin. Spiral One will eventually include about 300,000 U.S.-based Army, Navy, Air Force and DOD-agency civilian employees and managers.

## **SMART MONEY TACTICS**

While deployed, Airmen receive many entitlements. All totaled, these entitlements can add up to thousands of dollars over the span of a deployment rotation. Deployed finance offices can help with financial questions, but Airmen are responsible for keeping up to date with their bills.

It's important that every person check his or her leave and earnings statement each pay period. The ramifications of missing a mistake could become very serious if a deployed Airman is getting paid too much or

not enough.

Deployed Airmen also have the opportunity to participate in the uniformed services savings deposit plan. This plan allows Airmen to deposit up to \$10,000 and receive 10 percent annual interest on their investment.

## **BEWARE OF 'LOAN-SHARK' LENDERS**

The Defense Department has launched a new effort to educate servicemembers about the dangers of borrowing from "loan-shark" lending companies and to teach them how to avoid ending up in a spiral of compounding debt.

The most prevalent type of loan-shark lending affecting servicemembers is what is known as "payday loans," money that gets you from today to the next payday so you can cover your bills.

DOD is taking steps, such as holding fairs at military installations, to educate servicemembers about the dangers of payday loans and familiarize them with ways to put themselves and their families on a sound financial footing.

## **AIRFARE DISCOUNTS FOR MIL FAMILIES**

United Airlines is now offering reduced fares for active duty and reserve military members. In addition, servicemembers' spouses and dependent children are also eligible.

These special fares are not available at the United Airlines website. To purchase the special fares, service members should contact United Reservations at 1-800-241-6522 and identify themselves as eligible for military fares. All passengers eligible for these and other military fares must carry proper identification. The special fares are slated to be available through Jan. 31, 2006. For more information on military travel specials visit [www.military.com/Travel](http://www.military.com/Travel)

## **CAR CARE BECAUSE WE CARE**

Car Care Because We Care is a program provided by the Air Force Aid Society to the families of deployed Airmen. It is a program that allows spouses to bring their primary vehicle to the Lackland Air Force Base Auto Hobby Shop for a safety inspection with oil change. Tires, brakes, constant velocity boots and the undercarriage will also be inspected. Vouchers for this free service are available at the 433<sup>rd</sup> Family Support Office.

## **GIVE PARENTS A BREAK**

Give Parents a Break is a program that allows spouses to bring their children to the CDC for free child care once a month while the member is deployed. For more information contact 433<sup>rd</sup> FSO.

# Who's Who around the Alamo Wing...



Photo by Tech. Sgt. Kat Bailey

**HI-TECH** -- Master Sgt. Rodney Rael, Air Reserve Technician with the 433rd Maintenance Squadron, operates a new sensor in the nose landing gear of a C-5 Galaxy. The sensor is part of an experimental field test for the new technology. If the testing is successful the new sensors will be integrated into the corrosion control program.



Photo by Staff Sgt. Carlos Trevino

**SWEET DREAMS** -- Katherine Irvin, clerk in the 433rd Family Support Office, irons a pillowcase with the picture of a deployed member on it for his dependents. The FSO supports families of deployed members.



Photo by Senior Airman Jonathan Simmons

**KEEP 'EM MOVIN'** -- Senior Airman Feliz Salinas, 433rd MXS structural maintenance specialist, examines a damaged C-5 engine apron in the fabrication shop. His mission is to keep aircraft moving.



Photo by Senior Airman Jonathan Simmons

**AIREVAC COM** -- Senior Airman Shawana Guillory, 433rd Aeromedical Evacuation Squadron radio communication systems specialist, jots down electronic notes as she processes through an exercise deployment line.

# Local maintainers saddle up for Rodeo

By Senior Airman Jonathan Simmons

Wing Public Affairs

Air Mobility Command's Rodeo 2005 had only two things bigger than the C-5 Galaxy. One was Mount Rainier and the other was the motivation and dedication of C-5 maintenance crews.

Two 433<sup>rd</sup> Airmen participated in Rodeo 2005 as maintenance "umpires".

Senior Master Sgt. Rogelio Rodriguez and Master Sgt. Jesse Hinojosa, both with the 433<sup>rd</sup> Aircraft Maintenance Squadron, were C-5 maintenance umpires at this year's Rodeo competition.

Rodeo is AMC's international competition that focuses on improving the skills of air mobility professionals. Over 30 USAF wings and six foreign countries participated. Competition events included airdrops, aero evacuations, short field landings, weapons courses, and maintenance. This year's competition was held at McChord Air Force Base, Wash. Thirty-three maintenance teams competed and three of these were C-5 maintenance teams.

The umpires scored each event. And that's where Sergeants Rodriguez and Hinojosa came in. They evaluated teams in pre-flight, post-flight and ground refueling inspection events.

"We volunteered to get added experience," Sergeant Hinojosa said. "We wanted to see how other bases work (in maintenance)."

The umpire team had a different makeup from the 433<sup>rd</sup> maintenance here at Lackland in that its members were active duty, straight civilians, reservists and guardsmen.



Air Force file photo

Nine of 16 C-5 Galaxy aircraft stand parked in formation here. C-5's are the largest aircraft in the Air Force inventory. Maintenance on these aircraft is a demanding task that calls for hard work, skill and dedication. Sergeants Rodriguez and Hinojosa went to Rodeo to judge, guide and learn from the best of the best in the C-5 maintenance world.

"It was a total force experience," Sergeant Rodriguez said. "Everyone brought different knowledge and experience."

The 433<sup>rd</sup> umpires observed the C-5 maintenance teams from Altus, Dover and Travis, and what they saw inspired them.

"We saw the

Travis team stop being a team and start being a family," Sergeant Rodriguez said. "Their plane was struck by lightning, but they overcame that challenge and carried on to success."

Maintenance is an important part of the Air Force mission.

"Without maintenance, pilots are just pedestrians with sunglasses and cool jackets," Sergeant Hinojosa laughingly said.

Sergeants Rodriguez and Hinojosa said they saw the same dedication, pride-of-ownership and attention to detail at Rodeo that they see everyday here at the 433<sup>rd</sup>. They hope to get a good team going for the next Rodeo scheduled for 2007.

"We could give those other teams a run for their money," Sergeant Hinojosa said.

The 433<sup>rd</sup> did not send a team to Rodeo this year, due to current operations tempo. 

“**Without maintenance, pilots are just pedestrians with sunglasses and cool jackets**”

**Master Sgt. Jesse Hinojosa**

**433<sup>rd</sup> Airlift Wing**  
Public Affairs Office  
203 Galaxy Road, Suite 103  
Lackland AFB, TX 78236-0112

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