



# GULF DEFENDER



Vol. 65, No. 30

Tyndall Air Force Base, Fla.. Training Expeditionary Airpower Experts

Aug. 4, 2006

## In Brief

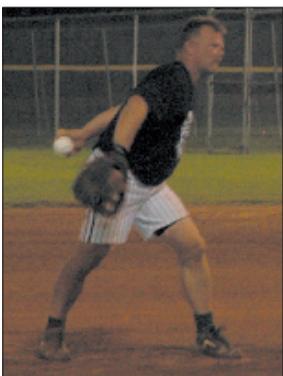
### Staff sergeant promotion party

Focus 56 invites Team Tyndall to celebrate with the base's newest staff sergeants at a promotion party 4 p.m. Aug. 11 at the Enlisted Club. New staff sergeant selects, please attend one of the promotion planning meetings at 11 a.m. or 1:30 p.m. Wednesday in The Zone at the Enlisted Club to provide your input.

### Thrift Shop closes

The Thrift Shop will be closed for cleaning this week. It will reopen Wednesday and resume regular hours of 9:30 a.m. to 12:30 p.m. Wednesday – Friday and 9 a.m. to noon. Aug. 12.

## Inside



Ammo softball team is champ again... **PAGE 15**

New bomber to join AF fleet... **PAGE 19**



Lisa Norman

## To the rescue

As evaluators look on, Tyndall fire fighters pull an "injured" pilot from the woods in a major accident response exercise that took place July 25. Senior Airman Yvonne Smith, 325th Fighter Wing exercise plans information manager, simulated an F-22 Raptor pilot who crashed upon approach to the runway.

# Tyndall spearheads F-22, ABM integration

**1ST LT. JON QUINLAN**  
325th Air Control Squadron

The 325th Air Control Squadron and 43rd Fighter Squadron here are making significant advances integrating F-22 Raptor fighter tactics with command and control operations, enhancing the capabilities of both.

One of the new advances is the ability to send text messag-

es from command and control platforms to the Raptor using high-speed digital data link technology, called Link-16.

"Integrating command and control with the F-22 enhances our air dominance capability as an air force," Lt. Col. Ted Davis, 325th ACS commander. "The benefit of integration comes from the fact that we are creating a synergy of force

that is a quantum leap above what any one particular air platform might be able to do on its own."

A Raptor can leave its home base, locate, cue in on and destroy all of its targets, receive the locations of all possible threats, receive landing instructions and come home safely without being seen or heard. This capability is pos-

sible through the use of communication links that allow air battle managers to send text messages to the pilots with out using the radio.

Building a three-dimensional picture of targets and threats for F-22 pilots is the job of air battle managers who fly in command and control

• SEE ABM PAGE 16



Lisa Norman

### Give blood, save a life

Alice Session, Keesler Donor Center staff member, prepares Staff Sgt. Brian Martin, 325th Communication Squadron project manager, for donating blood July 27 at the community center. The Tyndall blood drive collected 121 units of blood. The next blood drive here is scheduled for Oct. 5.

### Identify this ...



Can you identify this object? If so, send an e-mail to [editor@tyndall.af.mil](mailto:editor@tyndall.af.mil) with "Identify this" in the subject line. Three correct entries will be chosen at random and drawn from a hat to select the final winner. The prize can be claimed at the Public Affairs office. Staff Sgt. Margarita Cuevas, 325th Contracting Squadron contract specialist, correctly guessed the July 28 "Identify this" as a safety sign on a shopping cart.

## ON THE STREET

NCO Academy focus:

### What is the best advice you ever received?



"My grandma said, 'Always wear clean underwear in case you get in an accident.'"

**MASTER SGT. BEVERLY DEMMERLY**  
Communications Division superintendent



"Everyone tells me to listen to my gut instinct, and most of the time it's the right answer."

**STAFF SGT. REBECCA BOBICK**  
Personnel Programs manager



"When someone shows you who they truly are, believe them."

**MASTER SGT. TIM BARNETT**  
Profession of Arms superintendent



"My great uncle said 'Stay in the military.'"

**TECH. SGT. SHANNON WILLINGHAM**  
Instructor

#### Gulf Defender Editorial Staff

- Brig. Gen. (S) Tod Wolters.....325th FW commander
- Maj. Susan A. Romano.....chief, 325th FW public affairs
- Chrissy Cuttita.....chief, internal information
- Staff Sgt. Stacey Haga.....editor
- Senior Airman Sarah McDowell.....staff writer

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# Reach out, communicate with someone and learn

**LT. COL. TIM REED**

325th Contracting Squadron commander

In 1989, a major U.S. airline created what many media critics consider to be the best business-oriented television advertisement ever produced.

The ad is set in an executive staff meeting. The CEO walks into the meeting and announces to the assembled managers that he received a phone call that morning from "an old friend." He goes on to say that the "old friend" had just fired them. After twenty years of doing business together, the "old friend" told the CEO he felt like he didn't know them anymore.

The CEO announces that he thinks he knows why their old friend and long-time customer had terminated their relationship.

"We used to do business with a handshake, face-to-face. Now, it's a phone call, a fax and, 'we'll get back to you later with another fax'."

Personal interaction had disappeared from the relationship.

The ad concludes with the CEO handing out airplane tickets and declaring that the entire team is to head out and re-establish personal relationships with their customers.

When asked what he is planning to do, the CEO replies, "I'm going to visit that old friend who fired us this morning."

Seventeen years later, the message of this sixty-second ad is more important than ever. The exponential increase in the number and types of communica-

tion devices in use today may be reason for some to long for such "personal" interaction as a phone call or a fax.

When this ad was created, there was no wide-spread use of e-mail. Blackberries and text messages did not follow us everywhere we went. File sharing and on-line collaboration tools did not allow us to review and edit documents without ever meeting our teammates.

Advances in technology have allowed us to become tremendously efficient in completing our mission, but the unintended consequence of deteriorating personal relationships can diminish our knowledge of our customers to the point where no technology can overcome the deficiency.

The fastest modem, the biggest supercomputer, and the newest Bluetooth-enabled PDA will be worth very little if you don't know what your customer needs.

Several avenues can be pursued to bolster the relationship with our customers. First, we need to know who our customers are. Once we start jotting down our customers, we'll likely find the list will become lengthy. At the broadest level, all Americans are our customers, as well as our coalition partners around the world.

While these are without question important customers, I'd like to focus today on customers in the local area. For the 325th Fighter Wing, the students who attend the many courses here are our customers. The tenants units,

from Air Forces Northern to the 53rd Weapons Evaluation Group are also our customers. We also have customers within our units who depend on us, just as we depend on them. Our customers are many and varied, and listening to our customers will likely help us realize that we often don't know as much about some of them as we should.

The next two steps are ways to seek opportunities to share information with our customers. I'd be remiss if I didn't clarify that when I talk about sharing information, I'm talking about general information about your unit's responsibilities. Always keep operational security in mind and don't disclose specifics. If you ever have a question about what you should or should not discuss, ask your unit security monitor.

The second step is gaining more knowledge about customers. Methods of gaining this knowledge can be as simple as chatting with the Airman next to you about where they work, what they do and what challenges they face. The same conversation could occur between sets at the gym, or on the bus headed to a foreign object damage walk.

We can also gain information by taking time to talk to your First Term Airman's Center classmates, attending Company Grade Officers' Counsel career presentations or perhaps by shadowing your supervisor during a unit, group or wing update.

The where and when isn't as important as remembering that we are surrounded by both formal and infor-

mal opportunities to learn more about our customers every day. The added bonus of learning about your customers is that we are also simultaneously establishing personal relationships with them.

While step two requires you to seek out opportunities to learn, and then engage your active listening skills, step three is all about sharing your unit's message. Before we can share our mission with our customers, we need to know it ourselves.

Part of mastering our jobs should be to gain a thorough understanding of your organization.

Once you have, you're ready to share this important information with others.

Does your unit have a briefing prepared to provide an overview to the local PME courses here? If not, get involved with creating one. If your unit does have a briefing prepared, seek out opportunities to present the information to your customers. If you can't find a forum to present the story, create one.

As you drive across Tyndall, you undoubtedly pass buildings you see every day, yet you may have no idea what goes on inside. Now you know our customers are in those buildings. Meet them, educate them, shake their hands and establish personal relationships that will allow you to gain the knowledge needed to adequately to meet their needs. Make new friends, and visit with them often as they become old friends.

## Action Line

Call 283-2255



**BRIG. GEN. (S) TOD WOLTERS**  
325th Fighter Wing commander

The Action Line is your direct line to me. It is one way to make Tyndall a better place to work and live.

The goal is to provide you with an accurate, timely response. You must leave your name, phone number or address to receive a response.

Questions or comments of general interest will be published in this forum. This avenue should only be used after coordinating problems or concerns with supervisors, commanders, first sergeants or facility managers.

If you're not satisfied with the response or you are unable to resolve the problem,

call me at 283-2255.

For fraud, waste and abuse calls, you should talk to the 325th Fighter Wing Inspector General's Office, 283-4646.

Calls concerning energy abuse should be referred to the energy hot line, 283-3995.

Below are more phone numbers that help you in resolving any issues with a base agency.

<b>Commissary</b>	<b>283-4825</b>
<b>Pass and I.D.</b>	<b>283-4191</b>
<b>Medical and Dental</b>	<b>283-7515</b>
<b>MEO</b>	<b>283-2739</b>

<b>MPF</b>	<b>283-2276</b>
<b>SFS Desk Sgt.</b>	<b>283-2254</b>
<b>Services</b>	<b>283-2501</b>
<b>Legal</b>	<b>283-4681</b>
<b>Housing</b>	<b>283-2036</b>
<b>CDC</b>	<b>283-4747</b>
<b>Wing Safety</b>	<b>283-4231</b>
<b>ADC</b>	<b>283-2911</b>
<b>Finance</b>	<b>283-4117</b>
<b>Civil Engineer</b>	<b>283-4949</b>
<b>Civilian Personnel</b>	<b>283-3203</b>
<b>Base Information</b>	<b>283-1113</b>

Thank you for helping me improve Tyndall and I look forward to hearing from you.

# Airmen perform life changing actions everyday

**LT. COL. DOUGLAS HOWARD**  
325th Medical Operations Squadron commander

Throughout my time in service I've seen how Airmen can make a difference daily just by doing what they are trained to do.

Several years ago, while I was stationed in Europe, I was assigned the task of hosting a visit with a former Soviet Bloc country.

The U.S. had a limited diplomatic relationship with this country at the time. Five senior officers were the attendees.

A few years later, the U.S. began formal agreements with this country, using the country's air space during the war on terror. At the time, I had little understanding of how my small part contributed to the "big picture" of things, but I understood that my actions would impact

the viewpoints of this country. After all, five foreign representatives impacted my viewpoint of their country.

While I was commander of a mobile Army aeromedical staging facility on the border of Kosovo, we faced the challenge of not being able to complete our mission because our equipment was shipped to Greece.

I selected four individuals to fly in an Army HH-60 in a mission to get equipment. After being deployed for only three days, Capt. Darrell Watkins took charge. He was backed up by some seasoned NCOs.

During a midnight discussion over the phone after Captain Watkins arrived, I told him that I had faith in his abilities and that he was in charge of the detail. The team remarkably retrieved the equipment

and convoyed with the help of German soldiers. They were followed by a quick reaction force Army and Air Force medics from our location.

Last year, there was a mass casualty situation during an exercise. We had 11 real-world heat casualties in about an hour. Two medics on the ambulance crew took charge of the situation, triaged and transported the most severe and activated the memorandum of understanding with the downtown ambulance service.

No lives were lost, and to the untrained eye, nothing remarkable happened. The most senior member on the ambulance crew was Staff Sgt. Jessica Dickson.

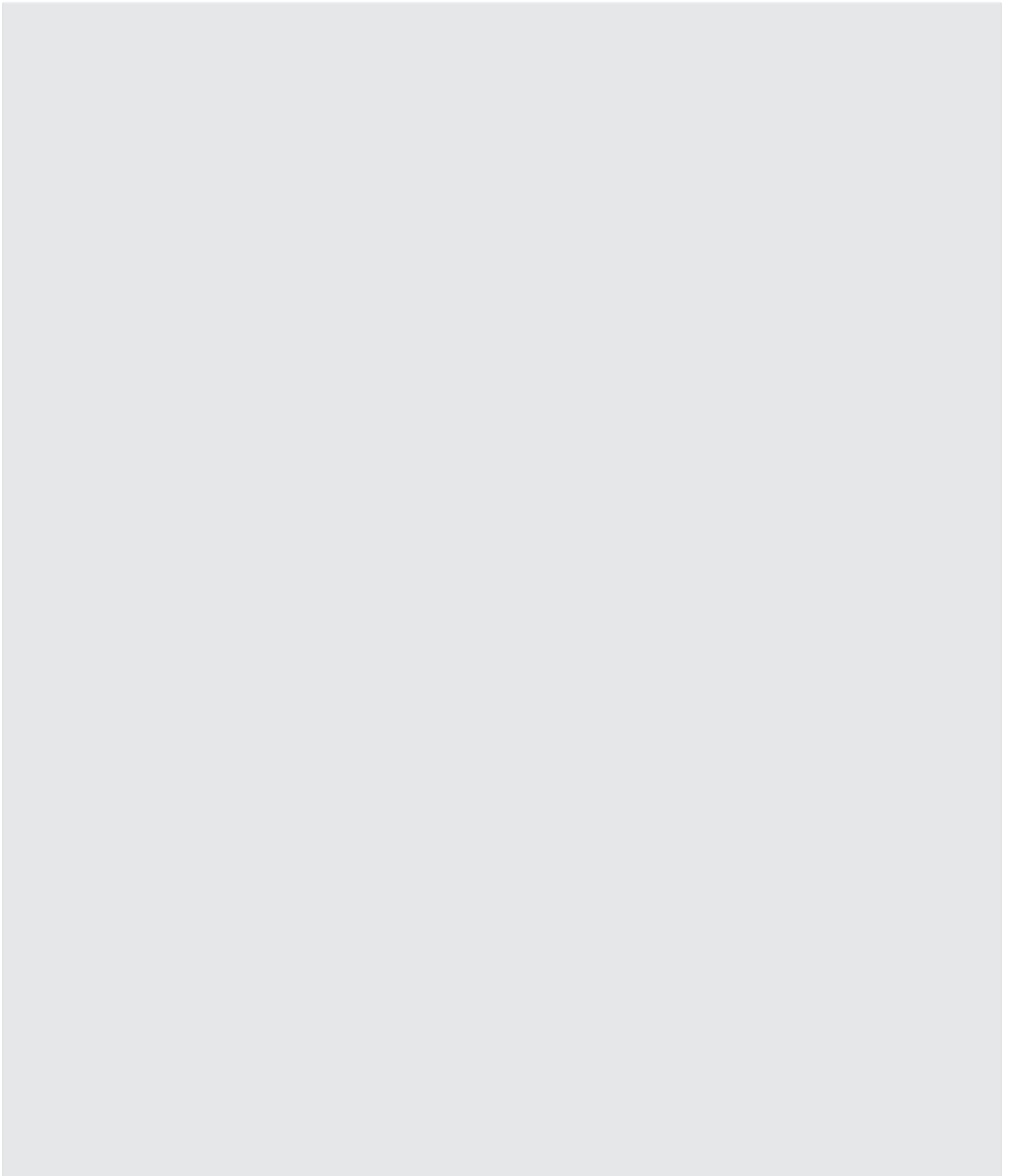
About two months ago, I received a picture and e-mail from Tech. Sgt. Charles Campbell, one of my Airmen on extended duty in Afghanistan. The

photo was of him sitting on a rug in a tent eating a meal with the local elders and their local doctor. What struck me more than anything was that an NCO was representing the U.S. in this small part of the world. He and his team were building a nation in this troubled country.

It took him and his team almost five hours on mountain trails to get to their location. This particular region had been largely unvisited by outsiders, due to the difficulty of getting there. Their mission was to deliver food and medical supplies, along with other items to this village.

Last month, a patient came into the clinic suffering from chest pain. The staff rushed to action, flawlessly executing the correct protocols, ar

• SEE AIRMEN PAGE 17



# On that day ... a reminder of why the national anthem plays

**MAJ. MIKE STOLT**  
97th Flying Training Squadron

**SHEPPARD AIR FORCE BASE, Texas (AFPN)** – It was a hot Tuesday afternoon. I was leaving Bldg. 402 after updating my base vehicle sticker.

As I walked toward the double-glass doors leading to the parking lot, I encountered a small group of people standing just inside the door – two Airmen, a civilian employee and one captain. As I reached for the door, the captain said, “You don’t want to go out there right now.”

I looked out and saw traffic stopped and several people standing in the hot July sun, gazing westward, some saluting, some standing at attention and some with their hands laid on their chests.

No, I don’t really want to go out there right now. I looked at my watch – 4:30 p.m.

I stood with the group that now numbered five. No one spoke. One Airman made a call on her cell phone, the other shifted his gaze back a

forth between his shoes and the wall. The captain sifted through a folder of papers. The civilian and I watched through the glass doors as a technical sergeant stood at attention, saluting ... a sweat ring growing on his back. It seemed to go on forever.

The base loudspeakers squeaked out the last recorded notes of the national anthem. The cars rolled forward, the technical sergeant lowered his salute. The civilian pushed our door open and walked out. The rest of us followed. When the heat hit me, I felt fortunate that my timing had kept me inside during the long ceremony.

I thought about that day for weeks. Images of the episode flashed through my mind as if I’d witnessed a crime -- the plate-sized sweat ring, the glow of the cell phone on the Airman’s cheek,

the civilian’s hand resting on the door handle, the glare of the sun, the heat.

I recently read an article about the war on terror and learned that we average 2.35 Americans dead and 10 wounded every day in the area of responsibility. That day leapt back into my thoughts. A

few hours of research helped me identify the date -- July 14, 2005.

On that day, four American Soldiers died in Iraq and numerous others were wounded.

On that day, four families were plunged into mourning.

On that day, I flew one sortie, sifted through e-mail, updated my base vehicle sticker and hid from the heat behind a glass door.

Why does it matter that I avoided participating in retreat? Some may think it’s silly symbolism, that it’s not real. An aircraft is real. A computer, a vehicle sticker – they’re real.

I believe that anything that you allow to move you, or that inspires those around you to search their hearts, is as real as the bomb that tore Chris Winchester’s body apart last summer. Anything that forces an entire base to stop and listen to their thoughts for a while is real. Anything that causes you to pause and acknowledge that American Soldiers may be under fire as you listen to the national anthem is real.

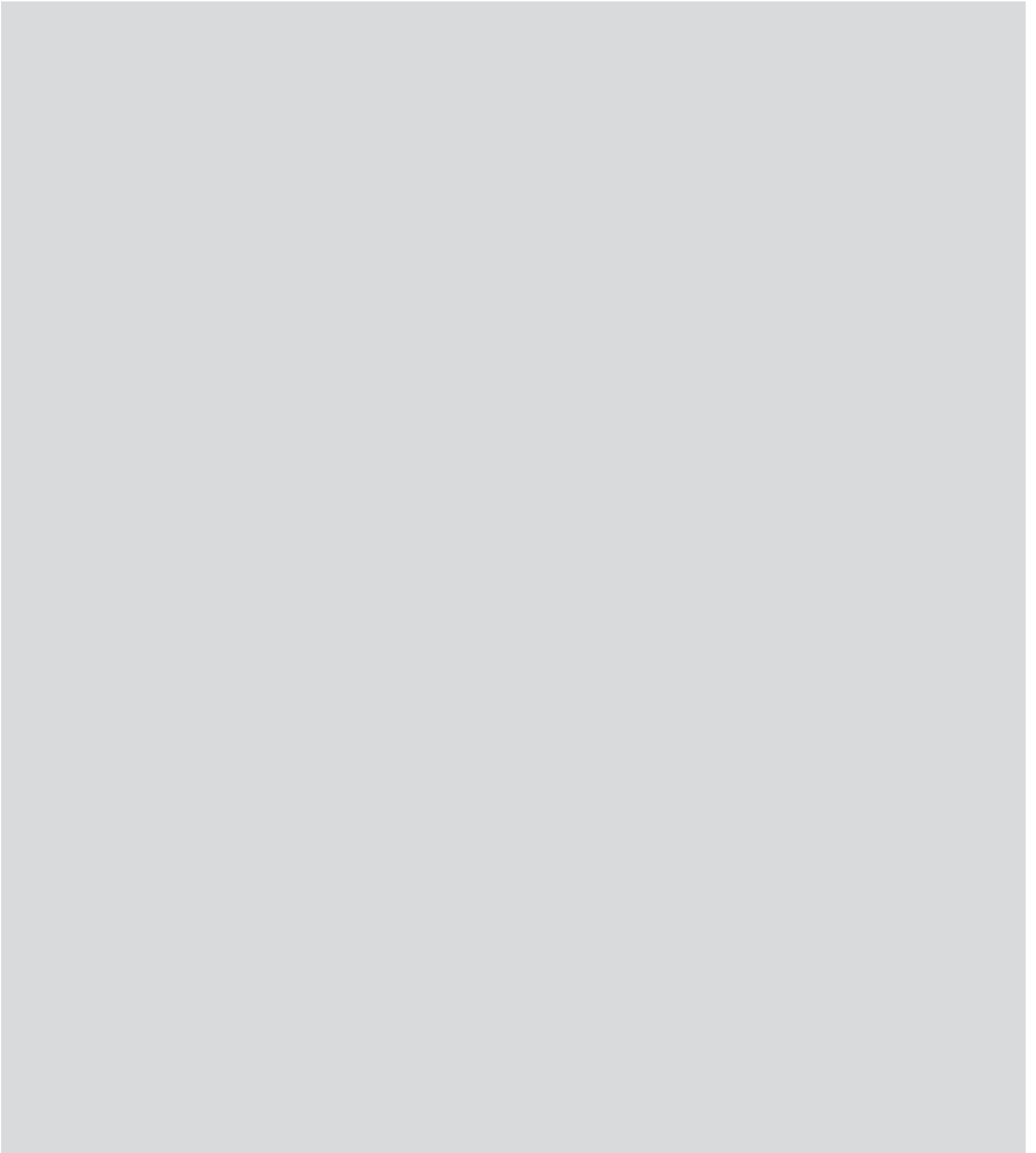
As we five stood inside that doorway, the Soldiers killed and wounded that day may have been bleeding, screaming and dying in the sand.

If my timing is ever again as perfect as it was that day, I’ll be prepared. I’ll be ready with, “Yes, I do want to go out there right now.” You may not come with me, but I’ll bet you think about it for weeks.

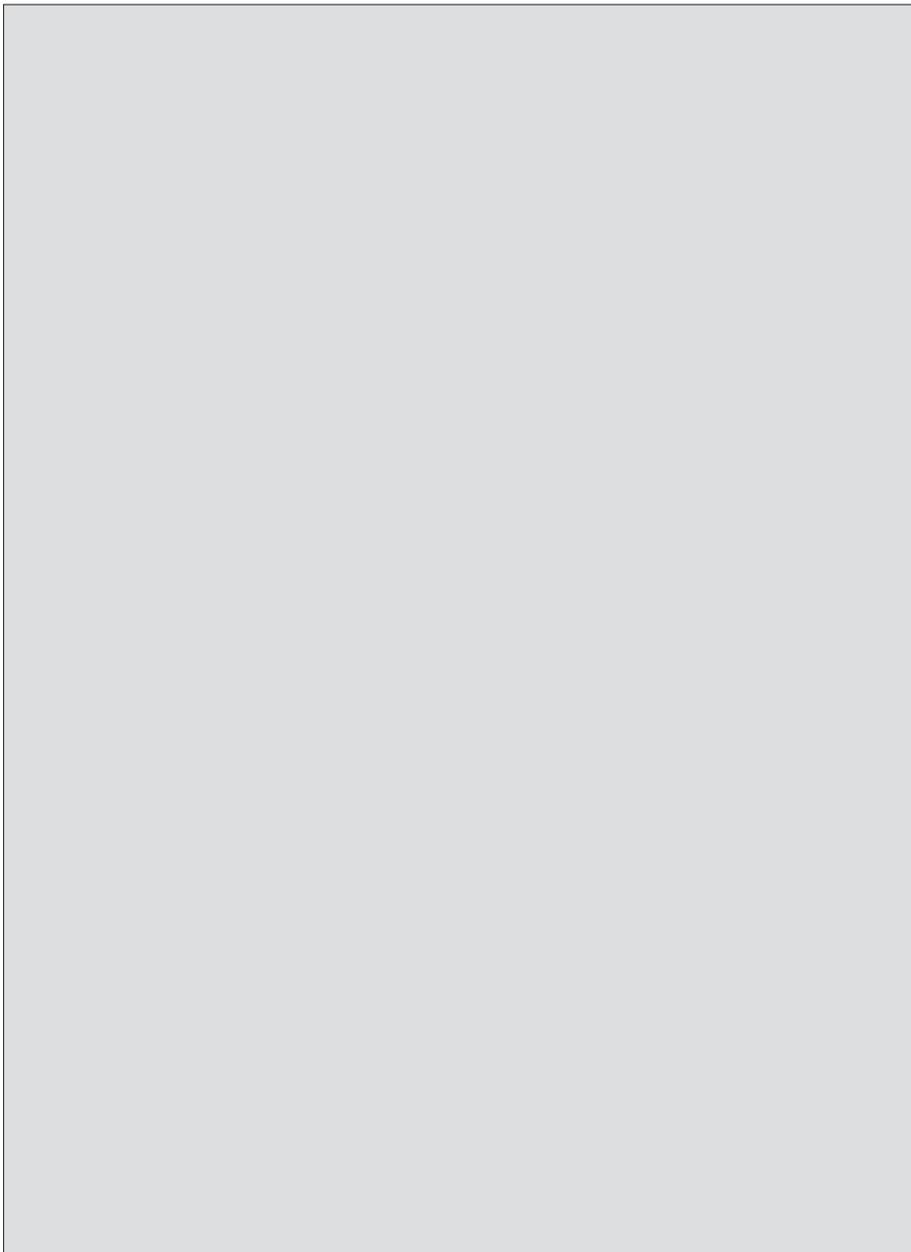
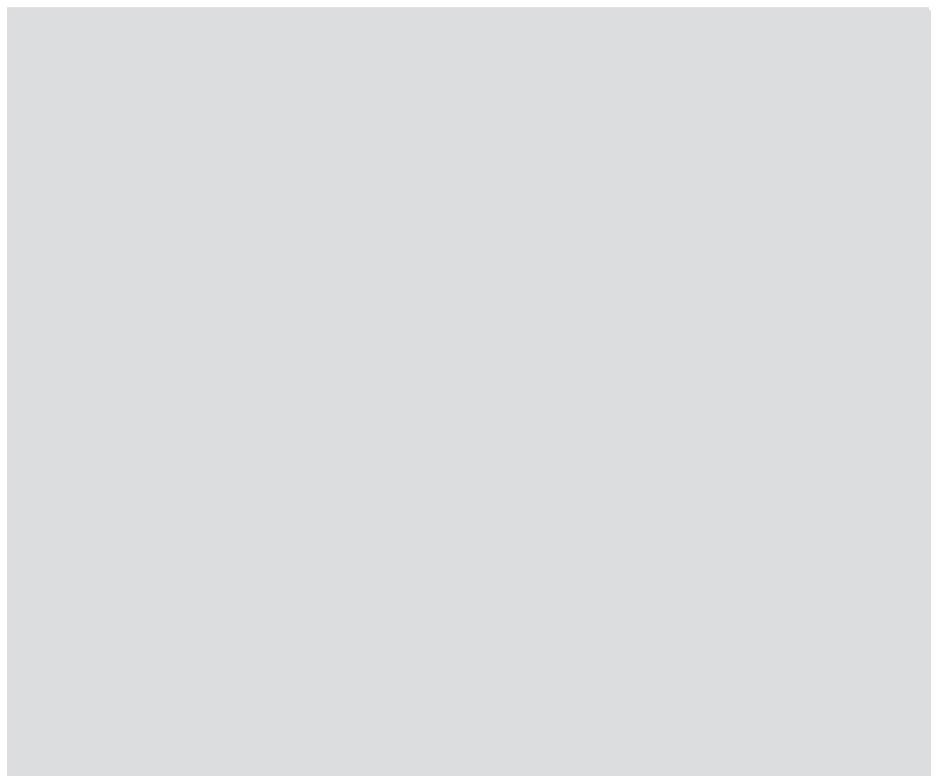
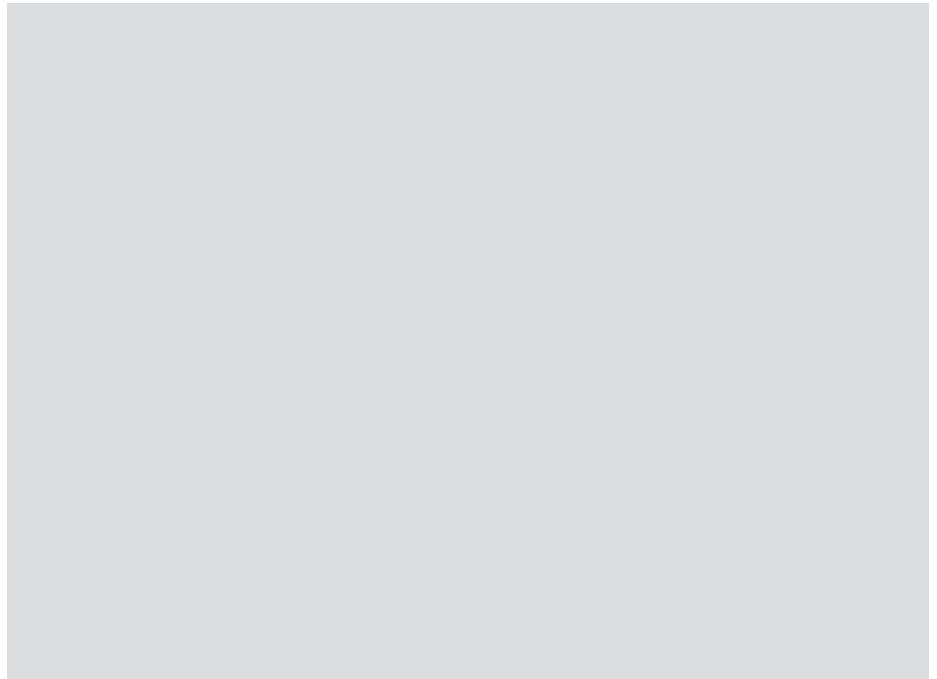
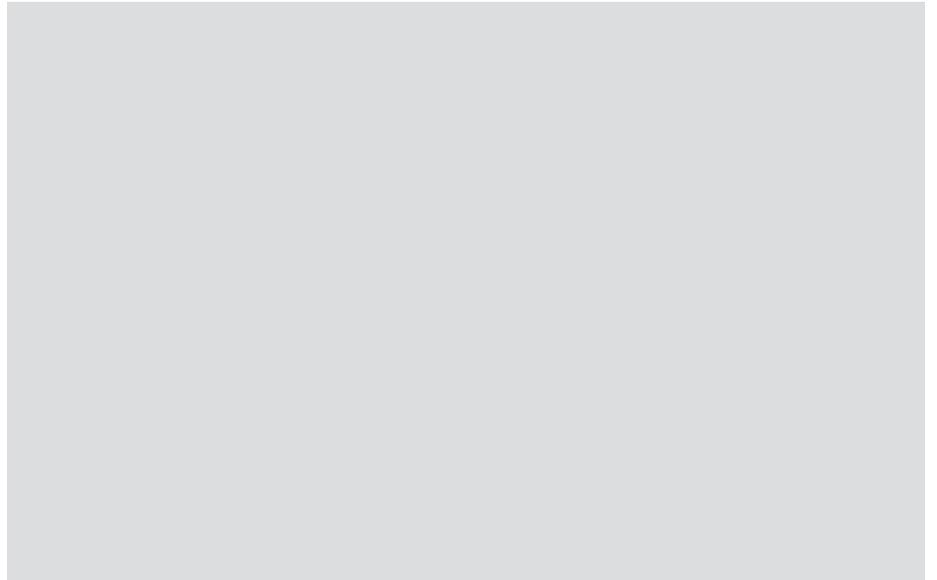
If I had stepped outside to pay respect to the flag and to the four Soldiers who died that day, how long would it have taken?

One minute and 28 seconds.





**The Gulf Defender is published for people like Senior Airman Audra Hamilton, 325th Medical Operations Squadron medical technician.**



# Security Forces steps up traffic enforcement

**TECH. SGT. SCOTT BROWN**  
325th Security Forces Squadron

You're speeding through housing and you pass an unmarked government vehicle with a person using a speed measuring device. At first, there are no lights, no siren, but you pull around the corner and Security Forces is waiting for you with a traffic citation in hand. This scenario has been a reality for some Tyndall drivers.

Due to an increasing amount of complaints of fast and dangerous driving occurring on the base, Security Forces will be increasing its traffic enforcement throughout Tyndall and would like to remind everyone of the following speed limits in place on Tyndall.

*Anywhere on Tyndall - 30 mph (unless otherwise posted)*

*Housing areas- 15 mph (unless otherwise posted)*

*Unpaved roads - 20 mph*

*Any designated parking lot - 10 mph*

*Installation gates (entry/exit) - 15 mph*

*Passing marching/running formations - 5 mph*

*Flightline area - IAW TAFBI 24-302*

*US Highway 98 - As posted*

If you are caught speeding and cited in housing, the following suspensions can occur:

*From 1-14 mph over the posted speed limit, 30-day suspension of base driving privileges.*

*From 15-24 mph over the posted speed limit, 60-day suspension of base driving privileges.*

*From 25 mph over posted speed limit, 90-day suspension of base driving privileges.*

As a reminder, U.S. Highway 98 is a concurrent jurisdiction zone. Speeders could be stopped not only by Security Forces, but also by the Florida Highway patrol and the Bay County Sheriff's Office.

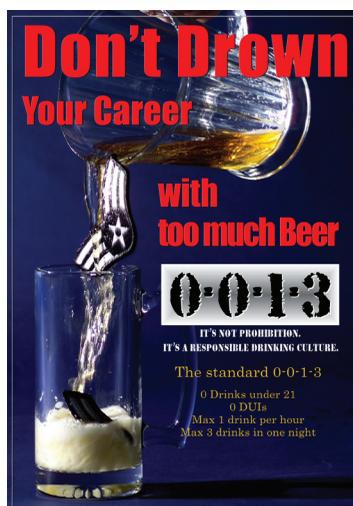
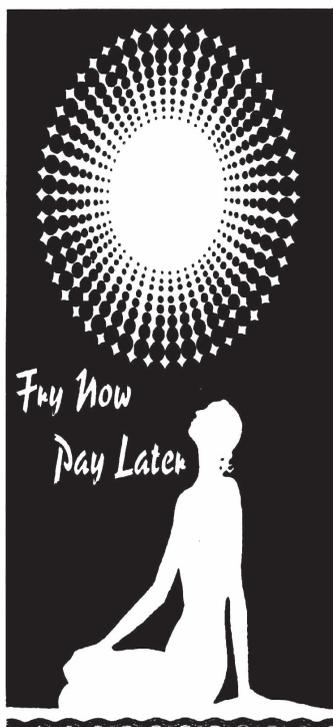
If you are caught and cited on the installation, military members will receive a DD Form 1408, Armed Forces Traffic Ticket. Active duty mili-

tary members who receive this citation accrue base driving points that are counted against an individual's ability to operate a motor vehicle on the installation. All others cited for traffic infractions on base will receive the DD Form 1805, United States District Court Violation Notice, which not only carries a monetary fine, but the offender accrues base driving points also.

If an individual accumulates 12 points within one year or 18 points within two years, they will lose their base driving privileges for a year.

The bottom line is that those who speed need to slow down, not only in the housing areas, but throughout the entire base. We are using the same practices used in traffic enforcement that our civilian counterparts use effectively.

So the next time you decide to speed on base, remember, your speeding may be checked without ever seeing a Security Forces vehicle, that is, until you receive the ticket.



## Circled insignia implementation dates announced

**MASTER SGT. MITCH GETTLE**  
Air Force Print News

**WASHINGTON (AFP)** – Following the Air Force chief of staff's vision of "lasting heritage - limitless horizons," the Air Force uniform board made minor changes to the enlisted uniform.

These changes include returning to the U.S. insignia with circle for the service dress uniform and the deletion of the optional shoulder board rank for the blue uniform, making the sleeve chevrons mandatory.

The implementation date for the circled insignia is Jan. 1, 2007, and the date for mandatory wear of chevrons on the sleeves is Oct. 1, Air Force officials said.

"We are going back to our heritage. (The enlisted) started wearing lapel insignias in December 1902," said Chief Master Sgt. Malcolm McVicar, the director of the Air Force Enlisted

Heritage Research Institute at Maxwell Air Force Base, Ala. "The enlisted insignia was on a circular disk and the officer's was not."

On April 27, 1918, when the Air Service proposed its first collar insignia, the tradition carried on with the enlisted insignia having a circle surround the device.

The insignia design has changed through the years, but the tradition of the circle around the insignia remained until 1991 when a decision was made to eliminate the collar insignia for all ranks.

However, by 1995, the collar lapel insignia was brought back with the current U.S. insignia and no circle for all Airmen.

"Every Air Force uniform board since 1991 has had a request to bring back the circle around the insignia for enlisted wear," Chief McVicar said. "Keeping with General (T. Michael) Moseley's vision on return-

ing to our heritage uniform, the uniform board approved the change."

The shoulder board rank, originally called shoulder mark insignia, for senior NCOs was first introduced in 1976.

The shoulder boards were thought of as a way to bring some recognition to the top three NCO ranks, and were approved in 1982.

In 1991, the chevron designs changed for the top three enlisted ranks by providing immediate recognition at a distance in any uniform combination.

A stripe was removed from the lower portion of the chevron and added to the top for master, senior and chief master sergeant, to include the chief master sergeant of the Air Force.

It has been more than 10 years since the new enlisted chevrons were introduced. Since then, there have been numerous recommendations to remove the optional enlisted shoulder boards worn by some

within the top three enlisted ranks, Chief McVicar said.

"This issue was comprehensively addressed with the introduction of our current chevrons that provide easy identification of the top three enlisted ranks with all uniform options," he said. "Again, returning heritage to our uniform, the uniform board removed the shoulder board option."

The chief master sergeant of the Air Force sees these changes as a way to keep the Air Force's enlisted heritage alive.

"We are the greatest enlisted Airmen in the world," said Chief Master Sgt. of the Air Force Rodney J. McKinley. "The distinct enlisted aspects of our uniform are a tribute to those who served before us and set the solid foundation we follow today. We should take great pride in wearing our stripes on our sleeves and donning the circled lapel insignia."

## Checkertail Salute

Tech. Sgt. Sherman Alford



Staff Sgt. Stacey Haga

**Sergeant Alford receives the Checkertail Salute Warrior of the Week award from Col. Tod Wolters, 325th Fighter Wing commander.**

Sergeant Alford is the crisis action team administrator. He has taken on many additional duties in his office, such as facility and security manager. Sergeant Alford also serves as a mentor and youth leader at a local church.

**Duty title:** 325th Fighter Wing Command Post information manager

**Time on station:** Five years

**Time in service:** 14 years

**Hometown:** Apalachicola, Fla.

**Hobbies:** All sports – camping, fishing, hunting

**Goals:** Retire from the Air Force and start my own business

**Favorite thing about Tyndall AFB:** The fishing

**Favorite movie:** "Braveheart"

**Favorite book:** "Catcher in the Rye"

**Pet peeves:** Unfulfilled promises

**Proudest moment in the military:** Promotion to technical sergeant

*The Checkertail Salute is a 325th Fighter Wing commander program designed to recognize Tyndall's Warrior of the Week. Supervisors can nominate individuals via their squadron and group commanders. Award recipients receive a certificate, letter from the commander and a one-day pass.*

## 2007 Force Shaping

**WASHINGTON** – Air Force officials recently announced new force-shaping initiatives to be used to meet the required 2007 fiscal year end strength numbers.

The new initiatives are designed to bring the Officer numbers down as the enlisted end-strength numbers are on target for 2007. Officials said more than 8,000 officers must separate either through normal attrition, retirement or force shaping measures to achieve the required balance in force.

"It's important to keep in mind what force shaping is all about; the present and future state of the Air Force," Lt. Gen. Roger A. Brady, Deputy Chief of Staff, Manpower and Personnel. "We have to balance our (force) for now and the coming years to have the kind of force we need to win the long war we are in now and be prepared for whatever comes next."

The Air Force will look for volunteers but will also initiate involuntary shaping programs to achieve a balanced force.

The Air Force starts the 2007 force-shaping with Voluntary Separation Pay, Selective Early Retirement Board, and a fiscal 2007 Force Shaping Board.

The VSP incentive will be offered to Line of the Air Force officers with more than six and no more than exactly 12 years of service to encourage their separation, General Brady said.

Eligible officers may begin applying for VSP on July 31. Dates of separation must take effect between Oct. 1, 2006 and Sept. 29, 2007. Applications for VSP will not be accepted after Jan. 31, 2007.

For more information visit [www.afpc.randolph.af.mil/retsep/forceshaping/shape.htm](http://www.afpc.randolph.af.mil/retsep/forceshaping/shape.htm) or contact Senior Airman Celine Delice and Staff Sgt. Angelique Fabiano, Relocations and Employments office, at 283-2244.

## Associate Spotlight

Ms. Cindy Simpson



Lisa Norman

**Ms. Simpson receives the Associate Spotlight award from Col. Gus Elliot, Air Force Civil Engineer Support Agency commander.**

Ms. Simpson manages two jobs at AFCESA, budget analyst for a \$48M program and contract officer representative for seven service contracts. She developed two major automation systems for more than 250 civil engineer units. She is also an active member of Society of Military Comptrollers.

**Duty title:** Financial Analyst

**Time on Station:** One year

**Time in Service:** 10 years

**Hometown:** Monterey, Calif.

**Hobbies:** Spending time with my family and friends

**Favorite book:** Cosmopolitan (magazine)

**Favorite movie:** The Benchwarmers

**Favorite thing about Tyndall:** The people

**Proudest moment in the military:**

Working for the operations group as the cost per buying hour Analyst in Germany and being part of that mission

*The Associate Spotlight is a 325th Fighter Wing commander program designed to recognize a Warrior from one of Tyndall's tenant units. Supervisors can nominate individuals via their squadron and group commanders. Award recipients receive a certificate from the wing commander and other items presented by their unit.*

### Clarification to July 21 Enlisted Village story

The Air Force Enlisted Village was founded to provide a home for Air Force widows.

Widows of any military member, age 55 or older with a valid military ID may live in the village. Air Force retired couples meeting the same criteria may live in the village.

# Exit signs: Student pilots learn how to egress

**SENIOR AIRMAN SARAH McDOWELL**  
325th Fighter Wing Public Affairs

*(Editor's note: This is the third of a five-part series covering the training B-course students go through to get in the air.)*

When a pilot enters an aircraft, he also needs to know how to exit, especially if the exit happens under extreme conditions and is completely unplanned.

Making all scenarios and life-saving techniques second-nature for pilots in such instances is the number one priority of the 325th Operations Support Squadron's life support shop.

"There are two different ways to egress," said Senior Master Sgt. Delbert Anderson, 325th OSS. "You can eject while you are flying by pulling the handles, or you can bail out when something happens on the ground, such as an engine fire."

Both of these techniques are important to master to ensure the pilot's exit is a safe one.

"The reason we do this training is to make the pilot's reaction second nature so they instinctively know what to do," Sergeant Anderson said.

During this training, the pilot gets a briefing taking him through different types of scenarios and ways to safely react to those scenarios. He also gets a chance to sit in the egress trainer who has the same ejection equipment as an F-15 Eagle.

"It's our first time ever flying the Eagle, so we need to understand the system associated with getting out of the aircraft safely – both in the air and on the ground," said Capt. Charles



Chrissy Cuttita

**Staff Sgt. Jose Rivera, Life Support NCO in charge, helps Capt. Charles Kistler understand F-15 egress procedures.**

Kistler, 2nd Fighter Squadron B-course student.

After egress training, the pilot reacts to what would be next in sequence should he eject from the aircraft – the hanging harness, which is built and spring-loaded to simulate the effects of a parachute.

As the pilot dangles from the simulator, he is given different scenes and terrain he may land in, such as water, trees, telephone lines or land. He also watches a virtual reality system where he learns to guide himself through the situation.

After the pilot makes it through parachute training, he then goes into another room to guide him through what to do once he safely lands into the terrain. He is shown the gear provided in his survival kit, and all the survival equipment, and is taught how to use it.

"Another thing we go over with the B-

course students is the natural hazards they may encounter in the environment. For example, if they are dealing with marine life, such as sharks, we brief them not to flail, or for barracuda, not to wear shiny objects and how to protect themselves from jellyfish," Sergeant Anderson said.

During egress training, students are also briefed on their life preserver and the ways that it can be inflated.

"They can inflate the vest manually using the oral inflation valves by pulling the lanyards and letting the carbon dioxide bottle blow it up, or if they are unconscious, it will inflate itself when they hit the water," Sergeant Anderson said.

The efficiency of the equipment, along with the pilot's knowledge of life support training, can save a pilot's life after egress, and they get this training first-hand at Tyndall.

## Training Spotlight



### Why did you choose this career field?

"I was getting reclassified. The crew chief job description seemed very interesting. It pulled me in."

**AIRMAN 1ST CLASS JAHMAL MAHONEY**  
372nd Training Squadron  
mission ready airman



Congratulations to the 325th Airborne Control Squadron's newest airborne battle managers, class 06-14, who graduated Monday!

### Ready, set, fly

**Airman Basic Amanda Grundy, 372nd Training Squadron mission ready airman, prepares the cockpit of an F-15 Eagle prior to take off. Her class of eight students graduated Thursday after 20 days of crew chief training here. Her first operational assignment is Mountain Home AFB, Idaho.**



Chrissy Cuttita

**Get your Community College of the Air Force information at [afvec.langley.af.mil](http://afvec.langley.af.mil).**

# Weather: Rain or shine 325th OWS keeps

STORY AND PHOTOS BY STAFF SGT. STACEY HAGA  
325th Fighter Wing Public Affairs

The potential exists for lightning within 10 miles of Tyndall.

That's a frequent message Tyndall Airmen get in the afternoon here. But who determines that and where does the information come from?

The answer is the 325th Operations Group weather flight. These Airmen, with the help of high-tech equipment, develop weather forecasts for Tyndall and its flying operations.

"Most bases have a lightning within five miles warning," said Master Sgt. James Tart, 325th Operational Weather Squadron flight chief. "We have a 10 mile warning for Silver Flag and the golf course."

The weather warnings issued by the flight are just a small part of their day-to-day operations.

"On a daily basis we give the wing a forecast for the airfield and the surrounding flying areas," said Sergeant Tart.

The forecasts include takeoff and landing weather, as well as weather for the area the aircraft will be flying in and are given to the Tyndall's top three, safety of flight and pilots. The flight also briefs maintenance on weather conditions weekly.

Throughout the day, the OWS will monitor the skies for changes in weather and issue weather warning as needed.

"We receive our weather information from the 9th OWS at Shaw AFB, S.C.," said Sergeant Tart. "We also have Dopplar radar input from the National Weather Service in Red Bay, Fla., which has the capability to see up 248 miles away. It's the primary piece of equipment we use."

Additional weather information is also received

from the National Hurricane Center and the National Oceanic and Atmospheric Administration.

All of the information enables the flight to predict weather well enough to confidently advise the wing on the best courses of action to ensure the safety of Tyndall's aircraft and when to initiate hurricane evacuations.

"(To prepare for hurricane season,) we have the annual hurricane exercise on base to familiarize ourselves with the HurTrack software," said Sergeant Tart. "The software takes the forecast positions and movements and puts it in a geographic plot."

It is what the flight will use to determine the strength of the windbands associated with the hurricane, the projected path and even a prediction of the storm surge.

"It also gives us a better picture of the windbands associated with the hurricane as it approaches," said Tech. Sgt. William Bennett, 325th OWS weather forecaster. "It gives us a better picture of when the winds will reach 50 knots. That way we can determine when the aircraft need to be evacuated."

When hurricane season starts, the flight can become very busy, especially as the hurricane approaches.

"We receive bulletins every six hours when a hurricane is within 500 miles and is projected to come this way," said Staff Sgt. Anthony Fountain, 325th OWS airfield services supervisor. "Our first bulletin has to be posted by 5 a.m. everyday during this time."

When HURCON 4 starts, the OWS starts 24-hour operations to keep team Tyndall constantly updated on the status of the hurricane.

"In HURCON 3 the crisis action team is meeting and we will brief them," said Sergeant Bennett. "At the same time, the forecasters are publishing bulletins and briefing the pilots as they prepare to evacuate."

More briefings and recommendations follow as the disaster control group and the hurricane evacuation support staff.

"They use what we tell them on the timeline of the hurricane to coordinate with the local emergency operations center on the base evacuation," said Sergeant Bennett.

This year two members of the OWS will also be on the rideout team. They will not evacuate with the base, but stay in a bunker here until the storm passes. This will enable the flight, as part of the base recovery element, to quickly start providing weather support, said the sergeant.

Even in austere conditions, they can provide this support with their new satellite system, which uses satellite radio to receive weather information and sends it to a laptop. The Airmen can take the information and make assessments on when aircraft can safely return to base.

It gets busy forecasting the weather, but that is actually a good thing for some of the Airmen.

"The weather is constantly changing," said Sergeant Tart. "There is always something different or new happening."

What is the downside?

"It's difficult being held accountable for something you have absolutely no control of," said Sergeant Bennett.

"And when you are wrong everyone lets you know it," said Sergeant Tart laughingly.

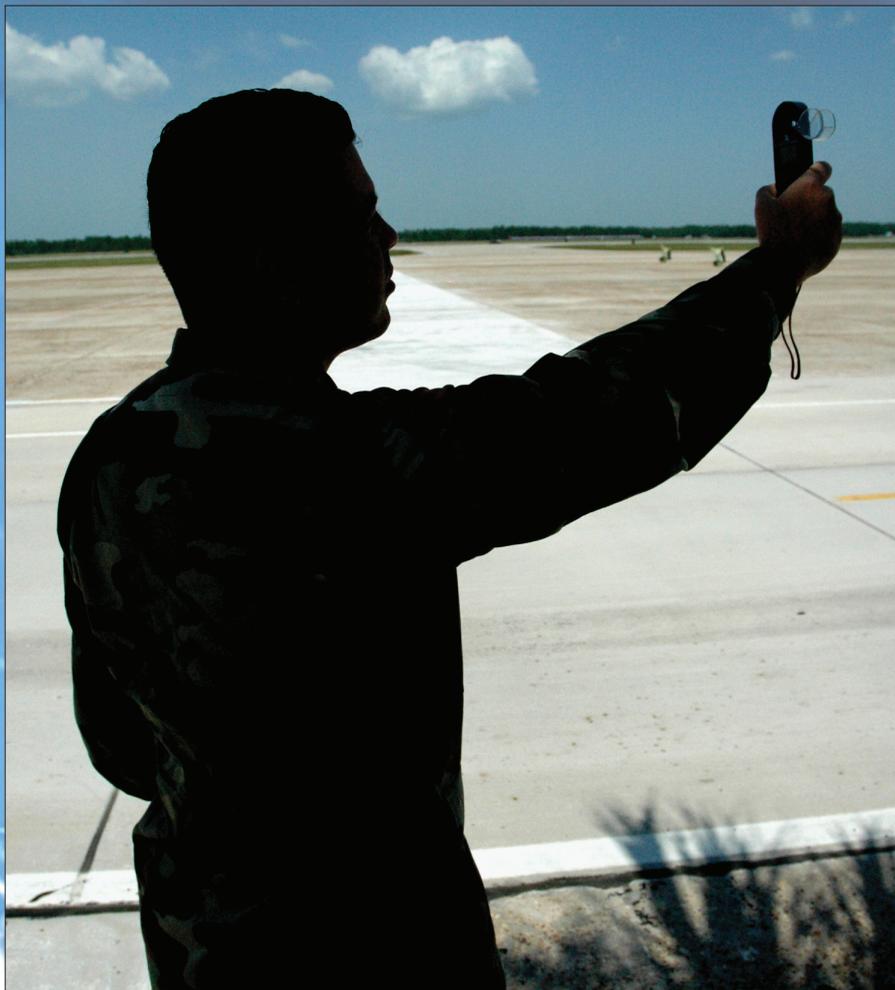
But, as the flight holds a track record of approximately 95 percent accurate weather predictions, listening to the flight might be a good idea.



Master Sgt. Tart views incoming Dopplar information in clear weather mode on a computer terminal.



Staff Sgt. Stoney Bair, NCO in-charge of administrative services, checks a terminal for incoming information.



### Tyndall AFB Hurricane Bulletin

\*\*\*\*\*FOR PLANNING USE ONLY\*\*\*\*\*

Tropical Depression One	Advisory # 3	--Date: June 10, 2006	--Time: 1600 CDT
Next Update: Six hours	All times are local. See CATDs for HURCON levels.		

<b>Position:</b> 21.8N 85.7W	<b>Movement:</b> N-NW 5 kts	<b>Direction/Distance from Tyndall:</b> 572nm South of Tyndall AFB
<b>Sustained Winds:</b> 30 Knots	<b>Gust:</b> 40 Knots	<b>Current Category:</b> Tropical Depression
<b>Watches/Warnings:</b> None in the local area		

**Storm Discussion:** TD One should develop into a tropical storm w/in 24 hours. Tropical storm winds will be limited to the eastern half of the storm. There remains a high degree of uncertainty in the forecast... Stay tuned.

Wind probability for Tyndall (50kts)	24 hour	48 hour	72 hour	96 hour
	0%	3%	2%	0%

**Effects on Tyndall AFB:** Isolated rainshowers and gusty winds beginning Monday morning.

<b>Expected Landfall:</b> 13 June @ 1700L 15nm south of Cedar Key Florida	<b>CPA:</b> 142nm
<b>Winds for Tyndall AFB:</b> Sustained Winds of 15knots gust of 25 knots beginning at 12/1000L and ending at 12/1800L	

**OTHER USEFUL INFORMATION:** 1 knot = 1.14 miles per hour...1 nautical mile = 1.14 miles

HURCON (Hurricane Conditions):	Hurricane Categories/Storm Surge:
5 = Sound precautionary measures effective 1 June through 30 November	1 = sustained winds of 64-82 knots(74-95 mph);4-5ft surge
4 = Surface winds in excess of 50 knots/58 mph could arrive within 72 hours	2 = sustained winds of 83-95 knots(96-110 mph);6-8ft surge
3 = Surface winds in excess of 50 knots/58 mph could arrive within 48 hours	3 = sustained winds of 96-113 knots(111-130 mph);9-12ft surge
2 = Surface winds in excess of 50 knots/58 mph could arrive within 24 hours	4 = sustained winds of 114-135 knots(131-155 mph);12-18ft surge
1 = Surface winds in excess of 50 knots/58 mph could arrive within 12 hours	5 = sustained winds greater than 135 knots (155mph);>18ft surge
1E = Surface winds in excess of 50 knots/58 mph are occurring. All outside activity is prohibited	
IR = Surface winds in excess of 50 knots/58 mph are no longer occurring and the storm has passed. Actual winds are 34-49 knots. Nonessential functions remain closed unless directed by the commander. All but emergency essential personnel remain in their quarters	

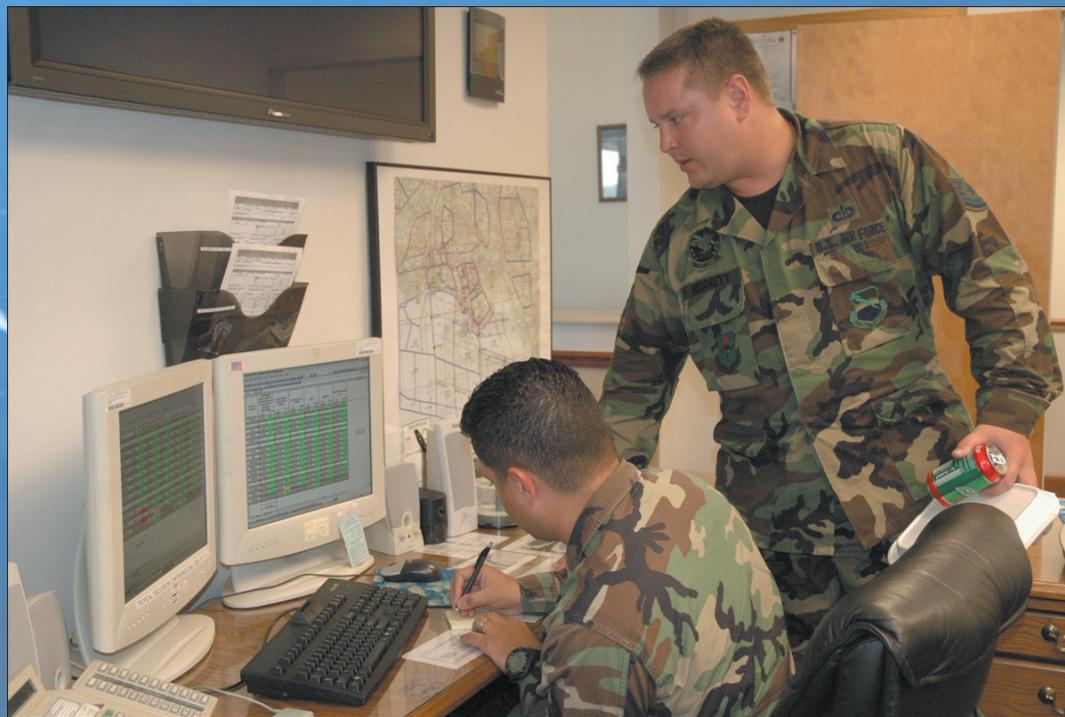
**\*NOTE:** 48-72 hour forecast have a high degree of uncertainty and are subject to change; Extended Outlook - Errors for track have averaged near 250 NM on day 4 and 325 NM on day 5... and for intensity near 20 knots each day.

CREATED BY: The Tyndall AFB Weather Flight, 325 OSS/OSW. Forecaster: 283-2609. Staff: 283-2845  
\*\*\*\*\*FOR PLANNING USE ONLY\*\*\*\*\*

<b>Prepared By:</b> DJA
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Staff Sgt. Jose Melendez, mission services provider, takes a routine weather reading on the flightline.

The flight produces these bulletins when hurricanes are projected near Tyndall.



Master Sgt. Tart adjusts a satellite used to receive weather information from outside agencies.

Staff Sgt. Melendez and Tech. Sgt. Bennett analyze incoming weather data.

## Briefs

**AAFES offers tax free shopping online**

AAFES customers can choose from an array of affordable, tax free items through the Exchange Online Store at [www.aafes.com](http://www.aafes.com). Always open, this virtual exchange offers a variety of "back to school" basics such as school uniforms, electronics and athletic gear.

Thousands of additional products discounted up to 15 percent are also just a click away at the new and improved Exchange Online Mall at [www.aafes.com](http://www.aafes.com)

**Remembrance reunion event**

Air Forces Northern and the Continental U.S. NORAD Region 9-11 Remembrance Reunion is scheduled for Sept. 9 and 10.

The event includes a wreath laying ceremony, Combined Air Operations Center F-22 tour and mission briefing, remembrance reunion dinner and a religious service. The event will honor those who served on Sept. 11, 2001, and also recognize servicemembers who continue to defend the nation through Operation Noble Eagle.

For more information, visit [www.1staf.tyndall.af.mil/911/index.htm](http://www.1staf.tyndall.af.mil/911/index.htm) or call 283-8659.

**RAO here may close soon**

The Retirees Activities office may close soon unless more people volunteer to keep it running. The RAO provides a source of information for the retiree community about pay and entitlements, vehicle registration, identification cards and more.

Office hours are from 9 a.m. to noon Tuesday, Wednesday and Thursday. Volunteers can work as many or as few hours per week as they desire. For more information or to volunteer call 283-2737, or e-mail [rao@tyndall.af.mil](mailto:rao@tyndall.af.mil).

**OSI brief**

Report suspicious activities to the 325th Security Forces Squadron at 283-2254, or the Air Force Office of Special Investigations at 283-3261.

**AFSA luncheon**

The local Air Force Sergeants Association will host a member appreciation luncheon noon Aug. 11 at Heritage Park. Everyone is welcome to attend.

For more information on the event or membership, contact Senior Airman

Justin Vandevender at 283-2016.

**Air Force Marathon**

The Air Force Marathon is open to runners who would like to self-nominate. Tyndall members may submit an Air Force Form 303 to unit commanders or the base Fitness Center for consideration. For more information, call 283-2631.

**Education opportunities**

Air Force officers interested in 2007 developmental education opportunities must begin the application process this month.

A completed Air Force Form 3849, PME/AFIT/RTFB Officer Worksheet, and senior rater nomination are due by Aug. 18 for officers applying for the Olmsted Scholarship, White House Fellowship, Mansfield Fellowship or Information Assurance Scholarship programs. The application process and program details, to include board convening dates, eligibility criteria and timelines are available on the Air Force Personnel Center's Web site at

[ask.afpc.randolph.af.mil/docs/dpa/developed/de\\_info\\_web\\_screen.ppt](http://ask.afpc.randolph.af.mil/docs/dpa/developed/de_info_web_screen.ppt). Application packages should be sent no later than Oct. 31 to:  
HQ AFPC/DPAFE  
550 C St. West, Ste. 32  
Randolph AFB, Texas 78150.  
Incomplete or late packages will not receive consideration.

**Men's Basketball Try-Outs**

Try-outs and practice for the 2006-07 Tyndall Tigers Men's Varsity Basketball team are tentatively scheduled to begin at 6 p.m. Aug. 14 at the Fitness Center. All interested individuals are encouraged to sign-up now at the Fitness Center.

For more information, call the Fitness Center at 283-2631.

**Sept. 11 Memorial Run**

This base-wide event is scheduled for 7:46 a.m. Sept. 11 at the fitness center. To get involved with the planning process, contact your first sergeant. For more information on the event, call the Fitness Center at 283-2631.



Chrissy Cuttia

**Let's duel!**

**Kyler Dinham, left, challenges Lorenzo Wolff, right, to a YuGiOh duel while Jordon McNeal waits for his turn in the tournament. The popular card game is one of many activities the Youth Center provides children during open recreation hours. Open recreation hours are 4-7 p.m. Monday, Tuesday and Thursday; 4-10 p.m. Friday; and 2-6 p.m. Saturday.**

## Tyndall Chapel Schedule

**Catholic services**

Daily Mass, 11:30 a.m.  
Monday-Friday,  
Chapel Two  
Reconciliation, before Saturday  
Mass or by appointment  
Saturday Mass, 5 p.m.,  
Chapel Two  
Sunday Mass, 9:30 a.m.,  
Chapel Two  
Religious Education, 11 a.m.,  
Bldg. 1476

**Protestant services**

Traditional worship service,  
9:30 a.m., Chapel One  
Contemporary worship  
service, 11 a.m., Chapel Two  
Wednesday Fellowship,  
5 p.m., Chapel Two

**(For more information on other services in the local area, call the Chaplain's office at 283-2925.)**

# Tyndall Ammo softball team wins eastern Ammo Bowl



Staff Sgt. Stacey Haga

**STAFF SGT. STACEY HAGA**  
325th Fighter Wing Public Affairs

Tyndall's 325th Maintenance Squadron munitions flight softball team 1 set a new record for the Ammo Bowl Sunday with a 46-36 win against the Eglin AFB, Fla., team in the Eastern Ammo Bowl championship game.

The Ammo Bowl has been a 20-year tradition in the ammunitions career field with divisions in the Pacific Air Force, U.S. Air Force in Europe and a western and eastern division in the U.S.

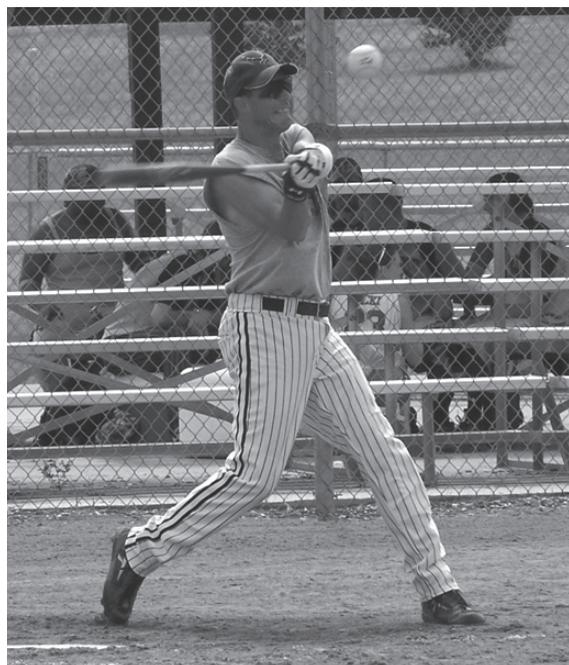
Never has a team won more than three years in a row in any of the regions, but all that changed when Tyndall's Team 1 sealed its fourth straight win.

A large crowd was present at H.G. Harder's park in Panama City for the championship game with teams, family and friends representing eight bases in the eastern U.S.

The field was muddy from the rainstorm earlier in the day, but that didn't slow down the players' intensity.

Tyndall had three teams in the tournament, two munitions teams and one weapons team. Team 1 went undefeated in the tournament.

"That's what we set out to do - we wanted to be the only team to win four years in a row and do it undefeated," said James Reagh, Team 1 coach. "And we didn't stop until we did."



Senior Airman Thomas Mendiola



Senior Airman Thomas Mendiola

**Top: Staff Sgt. Paul Guerrero watches his team field the ball during the fourth inning.**

**Left: Master Sgt. William Johnson slams the ball for a base hit during a playoff game on Saturday.**

**Right: Maj. Eric North passes the trophy to the four-year champions after two days of competition.**



## CGO hosts Tynman Triathlon/ Duathlon

The Tyndall Company Grade Officers' Council is sponsoring the Tynman Triathlon/Duathlon Sept. 16. Race sign-in starts at 6:30 a.m., and the race begins at 8 a.m. at Eagle Drive in base housing here

There are two options for entry:

Sprint triathlon: 600-meter swim, 12-mile bike, 3-mile run

Duathlon: 1.1-Mile run, 12-mile bike, 3-mile run

Registration is available online at [www.active.com](http://www.active.com)

For more information, call 283-2060.

## Golf Standings

Team	Points	Team	Points
372 TRS	69	MOS 1	35.5
COMM 1	63	MDG	34.5
AFCESA	60	OSS	32
CES	56.5	SFS	32
AF NOR 1	56	TEST	31.5
MSS	48	601 1	28
RHS	48	601 2	28
MXS 1	47.5	ACS	22
53 WEG	47	CONS	13.5
SVS	40.5	MXS 2	5.5
83 FWS	37.5	COMM 2	3

• FROM ABM PAGE 1

platforms such as the E-3 Airborne Warning and Control System and E-8 Joint Surveillance Target get Attack Radar System, or operate from ground based Control and Reporting Centers.

Advances in communication and targeting are enhancing both the F-22's stealth capabilities and the accuracy of the information provided by command and control, making the F-22 even more lethal, according to pilots.

"Text messaging minimizes the amount of time on the radio," said Maj. Clayton Bartels, 43rd FS instructor pilot. "Once you get the information, you have it, and then all you have to do inside your jet is get that information to the weapon."

Integration advances at Tyndall led to the first successful drop of a joint direct attack munition by an operational F-22 at Nellis AFB, Nev. range in December.

Tyndall AFB is the first base in the Air Force to develop command and control and F-22 integration tactics, and is using

the new capabilities to train all new F-22 pilot and air battle manager students. The ABM student syllabus is beginning to see more missions with the F-22 every day.

"The mission capabilities we are executing daily with C2 and the F-22s here at Tyndall are paying dividends out in the (Combat Air Forces) right now," Colonel Davis said. "Everything we do here is a direct reflection on what's done out in the CAF. We train to those missions that the CAF is doing using C2 and F-22 integration, and our graduates in both systems carry those skills out with them to their next assignment."

F-22 pilot training is also enhanced through command and control integration, which allows F-22 student pilots to train as they fight.

"It significantly improves our training to be able to work with a controller anytime, particularly important when you are doing dynamic targeting because it's all about



1st Lt. Jon Quinlan

**First Lts. Andrew Popoola, Renee Powell and Darin Romain, ABM students at the 325th ACS, practice sending free-text messages to F-22 Raptor pilots.**

shortening the kill chain," said Major Bartels. "If we never practice with an actual command and control entity you are really missing a big piece of the puzzle."

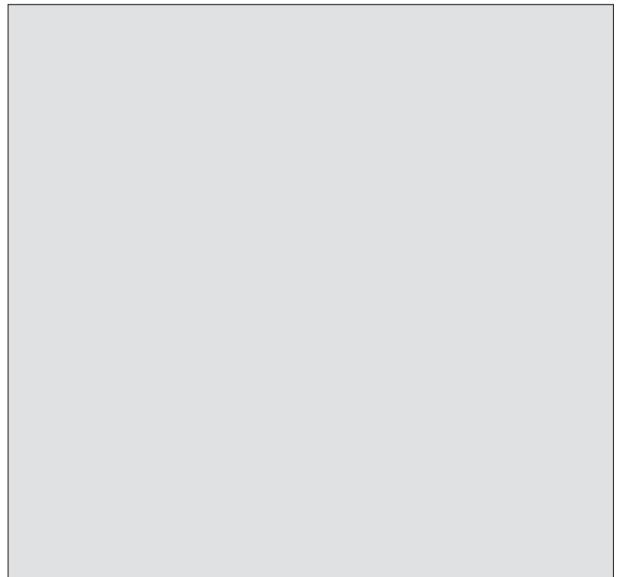
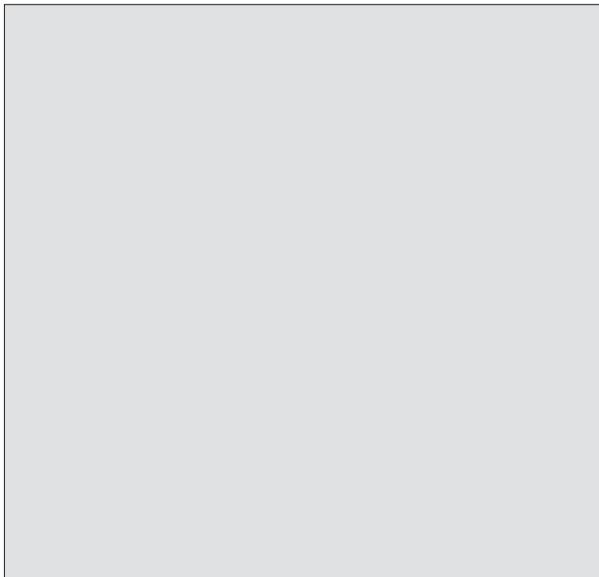
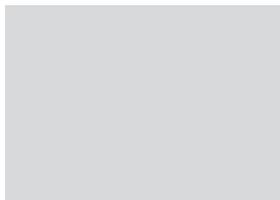
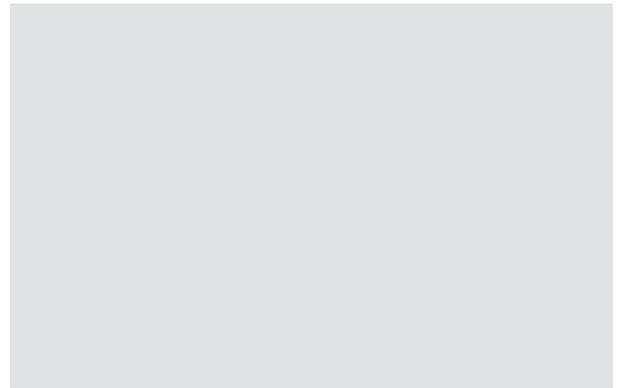
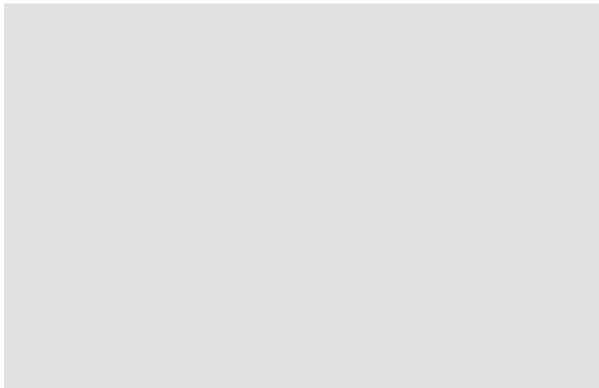
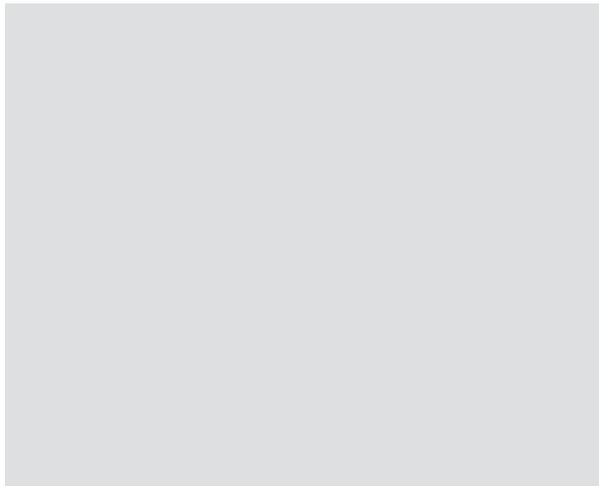
Current command and control and F-22 integration training is just the start as pilots and air battle managers realize that the advantages of the

data link environment can be incorporated into all new Air Force platforms.

"I think (command and control integration) won't just be used with the F-22 and currently fielded strike platforms; but rather, it will continue with the F-35 Lightning II," said Maj. Chris Hoskins, 325th ACS assistant director of operations,

who led the integration efforts for the ACS.

"The sky is the limit. The same tactics we have developed here in the last six months will continue to be refined to the point the F-22 and the F-35 are complete data link contributors to the single integrated air picture," said Major Hoskins.



• **FROM AIRMEN PAGE 4**  
ranging for emergency care downtown, and transporting the critically-ill patient safely. We expect no less than flawless performance from our medics, and they always deliver.

Last night, while most of us slept, Airmen stood guard at the gate, manned fire trucks and sat in the command post protecting over a billion dollars in military hardware and thousands of on-base residents. They see it as a routine part of their jobs, and they probably don't ever consider the scope of the responsibility.

All of us carry enormous responsibility as military members, not just the people in the stories listed above. We must be vigilant and

ready at a moment's notice for duty anywhere in the world.

We must be fully proficient in our jobs, knowledgeable in world affairs and humane in our interactions with others. We set the groundwork for international relations, get the mission accomplished, coordinate complex activities with civilian authorities, test our proficiency in our specialties and show our humanity and concern for those in need.

All of this is ingrained in each of us from a very young age through discipline, dedication and an internal drive.

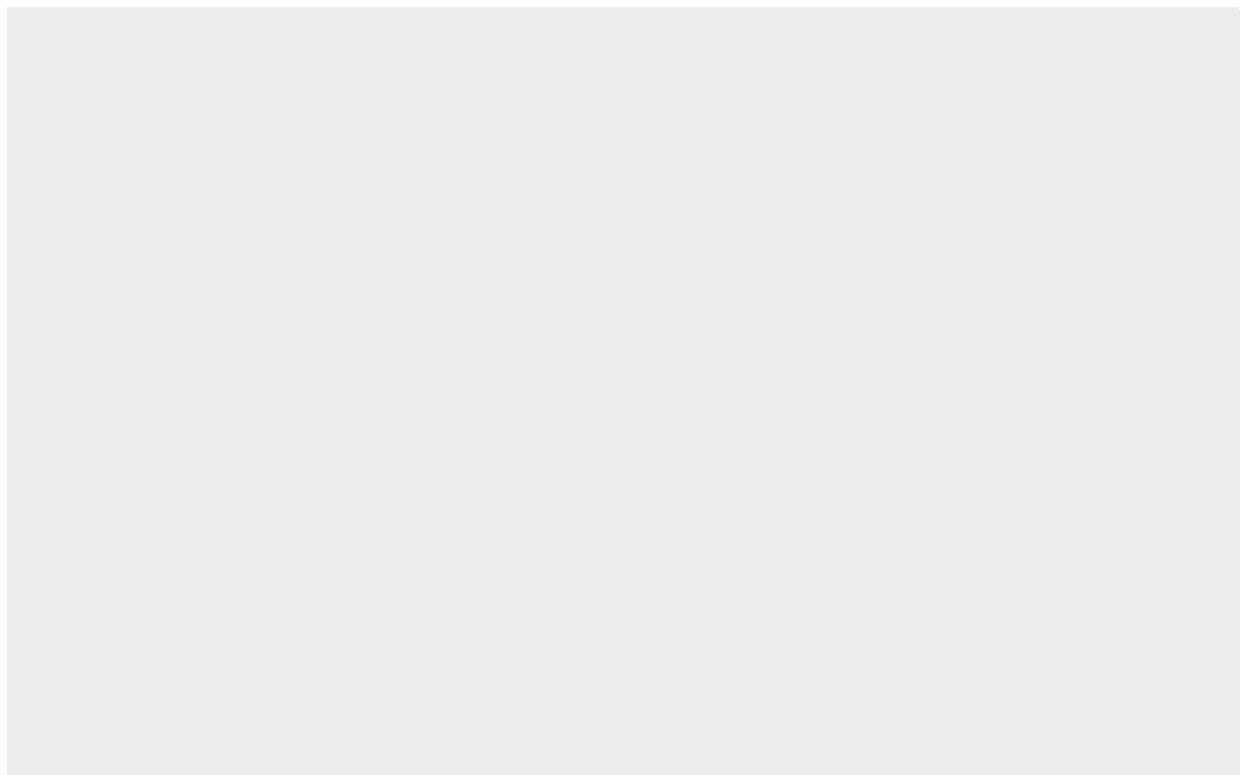
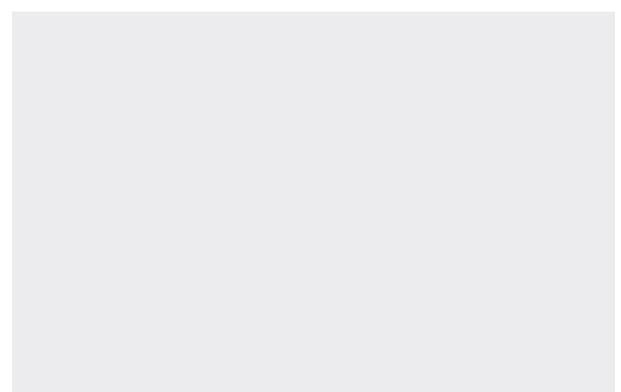
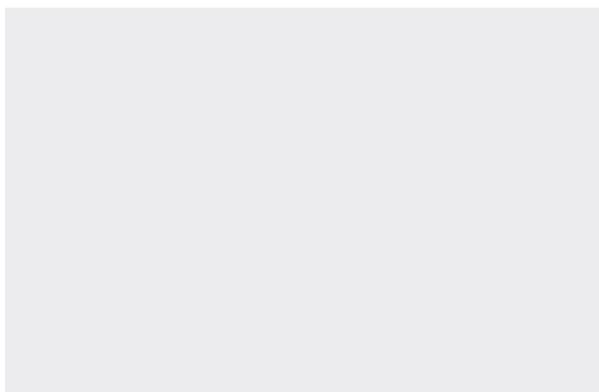
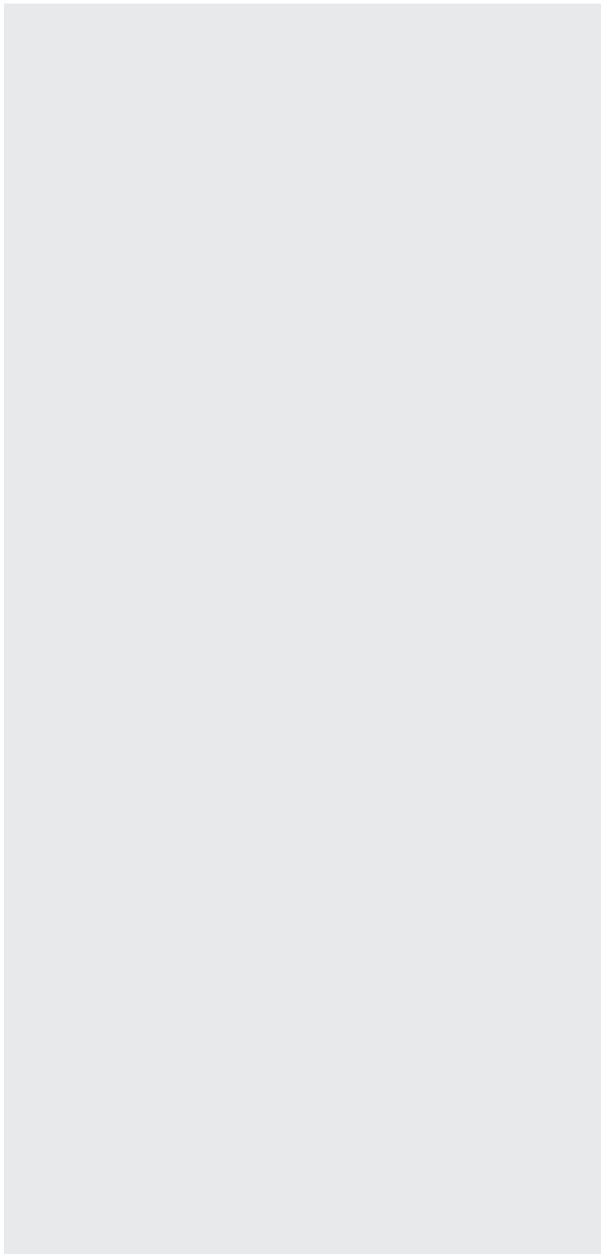
There is no other organization in the world that can do in decades what we do every day. I have had the privilege to serve with a remarkable group of people.



Lisa Norman

## Aloha!

**Master Sgt. Marie Byhardt (front), leads the Hula Dance Contest Tuesday at Bonita Bay during the Air Forces Northern Bonita Bay day.**



# QA flight keeps Airmen's work standards top notch

**MASTER SGT. MARY McHALE**  
325th Fighter Wing Public Affairs

When Maintenance Evaluation Standardization Program inspectors from Air Education and Training Command visited Tyndall June 5-9, it wasn't the first time maintenance procedures and programs were observed with a critical eye.

In fact, that happens here all the time, courtesy of a flight of local evaluators known collectively as the Quality Assurance flight.

This unit works directly for the 325th Maintenance Group commander to detect and report positive and negative trends within the maintenance community.

"We are the eyes and ears of the maintenance group commander," said chief evaluator Master Sgt. Don Strickland, who is a crew chief by trade. "We have specialty codes from every maintenance specialty code who work in three shifts – days, swings and mids – to accomplish our mission."

Sergeant Strickland said it's a mission that includes several different kinds of inspections from quality verifications, where an inspection is done after a maintenance procedure is completed, to personnel evaluations, where inspectors watch a procedure step-by-step.

"We are looking for compliance with technical data, Air Force Occupational Hazard Standards, operating instructions and local directives," Sergeant Strickland said.

Violations occur when the technical data is not followed correctly or it could be a direct safety violation. Results of inspections and observations are passed to the aircraft maintenance units' supervision in a daily report. Additionally, the maintenance group commander is formally briefed monthly, and the wing commander is briefed quarterly.

Sergeant Strickland said there is a predetermined amount and type of inspections for each functional area monthly per the maintenance group commander, but others occur as required or desired. He also pointed out while compliance is key, that doesn't mean inspectors can't help or point out a better way of doing things during a procedure.

Sergeant Strickland explained this role comes



Master Sgt. Mary McHale

**Tech. Sgt. Eric West, quality assurance evaluator, listens as Senior Airman Matthew Reed, assistant crew chief, explains the steps of a nose landing gear inspection.**

from the fact the inspectors, who are hand picked and go through an interview process, are the top in their respective fields, and based on their daily duties in QA, have a broader knowledge base.

"I enjoy the opportunity to be able to help people on the flightline," said Tech. Sgt. Eric West, an evaluator with a crew chief background. "I especially like helping some of the younger Airmen on procedures they might not be as familiar with as we are. I may know something they don't, so I'm out there to give them a hand to learn the job correctly and safely, I'm not out there to burn anyone."

In fact, Senior Master Sgt. Paul King, QA superintendent said one of the challenges the inspectors face is eliminating the "black hat" stereotype the inspectors can get labeled with.

"Human relations is very important in this job," he said. "We have to keep standards high and our goal is also be consistent, fair and objective. Maintainers

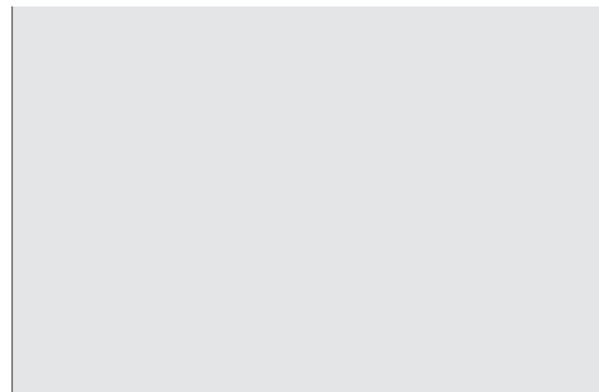
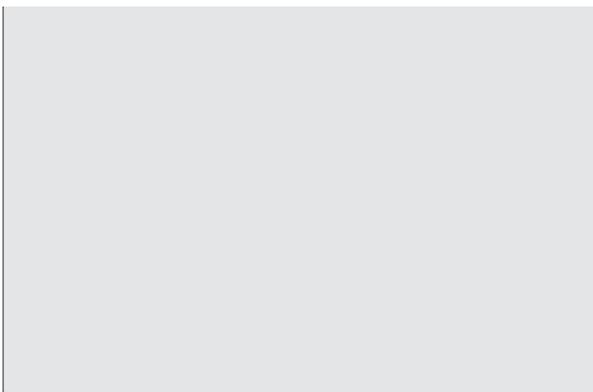
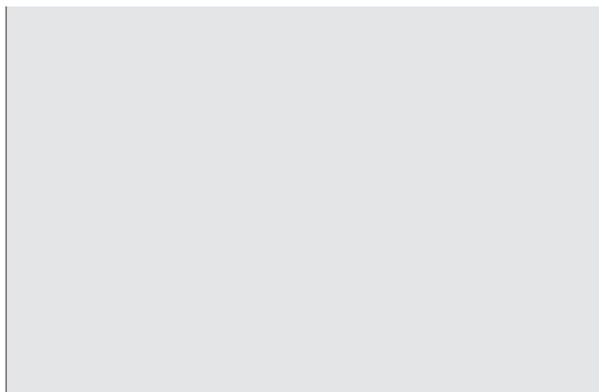
are going to get the same type of evaluation no matter who the inspector is. We want to instill a sense of group professionalism; our guys have that attitude and those on the flightline understand that."

Sergeant Strickland agrees, and said inspectors have to have a special personality.

"You can't be timid if you see a violation," Sergeant Strickland said. "You have to make the call."

"In this job, evaluators get to see the broad stroke of the maintenance world and spend a lot of time getting into the books learning all the time and becoming more of an expert – One hundred percent eyes on," Sergeant King said.

And when Sergeant West was asked what he enjoyed most about the job, he said, "It's totally different from working on a jet," I get to see the whole picture of maintenance activities and learn a lot more about any and all guidelines that apply to flightline operations."



# Gen. Moseley: New bomber on horizon for 2018

**TECH. SGT. RUSSELL WICKE**  
Air Combat Command Public Affairs

(AFP) – A new bomber scheduled for operation as early as 2018 will enhance America’s long-range strike capabilities, according to Air Force Chief of Staff Gen. T. Michael Moseley in a recent Armed Services Committee speech.

In a step to develop future long-range strike capabilities, Air Combat Command is conducting a study that is looking at aircraft platforms and weapon improvements. Air Force leaders will use the study to decide the best pathway for providing long-range strike capabilities for the future Air Force. This process normally takes about two years, but the 2018 target requires accelerated efforts.

The new bomber is necessary to recapitalize the Air Force’s fleet of B-52 Stratofortress and B-1 Lancer “legacy bombers,” and to counter advanced anti-access systems of America’s enemies, said Lt. Col. Kevin Shorb, chief of Air Combat Command’s Next Generation Long Range Strike Division. Modern enemy anti-access systems, such as surface-to-air missiles and enemy aircraft, are emerging and becoming common, he added.

In the speech, General Moseley said the current bomber fleet is adequate to meet America’s needs today, despite its age -- but that’s likely to change in the future without a new platform.

The B-52 and B-1 are not expected to engage a target in guarded enemy territory without the help of advanced

airframes like the stealthy F-22 Raptor, according to Lt. Col. Tony Siler, ACC chief of the Ground Dominance Capability Team.

“We refer to it as, ‘Kick down the door,’” said Colonel Siler. “Taking down a portion of the enemy’s air defense is the initial part of air warfare.”

A B-1 or B-52 can’t penetrate guarded territory on its own – but the new bomber could be expected to penetrate, engage, and return without any help.

Colonel Shorb said the platform should also meet the needs of a leaner Air Force by reducing aircraft, sorties and fuel needed to put bombs on target.

Fuel efficiency and longer range are important features, according to Colonel Siler because they reduce dependency on the Air Force’s in-flight refueling tankers – most of which are approaching 50 years in service. Also, because bomber forces aren’t typically based in theater, long-range bombers fly long distances to deliver their weapons and thus face much longer flying hours.

This new endeavor comes at a time when the Air Force budget is strained, 40,000 Airmen are on their way out the door, and remaining Airmen are tightening the belt. Yet a stealthy, long-range bomber is needed more than ever. The average age of the force’s aircraft is 23.5 years. It’s the oldest inventory the Air Force has operated since its beginning in 1947.

The first B-52 rolled off the assembly line February 1955 and the 51-year-old aircraft design makes up more than half of the Air Force’s



Courtesy of AFPN

**The Air Force bomber force, the B-52, B-1 and B-2, in flight together.**

bomber inventory. That’s equivalent to a police department using a 1955 Dodge Monaco for its patrol car. The B-52 will be more than 90 years old before it retires.

Furthermore, the increasing age of Air Force aircraft requires more dollars invested to modernize their capabilities. Quite simply, “Old aircraft strain the budget,” said Colonel Shorb. “The critical nature of current funding impacts the ability to modernize and sustain current fleets.”

“The Air Force budget must balance our resources, support a lean, ready force and meet current and future joint warfighting requirements,” said Maj. Brenda Campbell, secretary of the Air Force spokesperson. “The way we fight wars is changing. We must ensure our force is structured to meet future

emerging threats.”

But the major also said shortfalls in the budget could prevent the Air Force from providing the air and space capabilities America needs.

During Operation Iraqi Freedom, bombers delivered two-thirds of the total Air Force tonnage while flying roughly five percent of all Air Force strike sorties, Colonel Shorb said. These bombs were dropped against an enemy without anti-access systems; so essentially, the door didn’t need to be kicked down. The same accomplishments would’ve been thorny had Iraq’s anti-access system been developed.

Air Force leaders said long-range bombers have become the foundation

• SEE BOMBER PAGE 21



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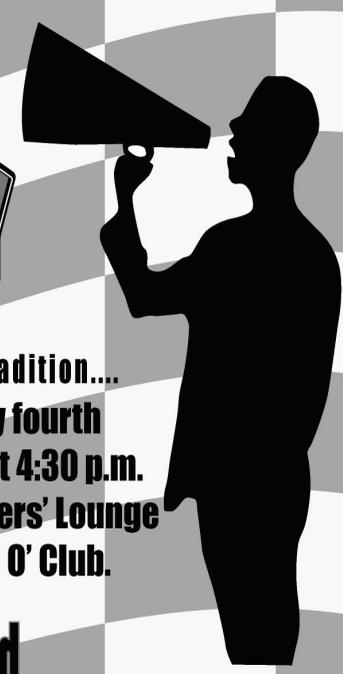
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• FROM BOMBER PAGE 19

of what makes up a lethal Air Force. Because of this, the new bomber planned for 2018 won't be the end of long-range strike technological investment.

"Transformational technology thrust for a future long-range strike capability is planned for deployment in the 2035 plus timeframe," said Colonel Shorb.

He added these investments will likely go to platforms with hypersonic technology, that's Mach 6-plus capabilities. Nonetheless, the challenge herein doesn't involve developing the technology, but financing it during a funding drought.

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