

## News in Brief

### Honor guard

The Laughlin honor guard is looking for individuals to serve as ceremonial guardsmen. Ceremonial buglers or trumpet players are also needed.

The program offers a full ceremonial uniform at no cost and an aggressive awards program to include monthly, quarterly and annual honor guard recognition ceremonies.

For more information, call Staff Sgt. Steven Taylor at 298-5159.

### Optometrist

Due to manning issues, Laughlin will not have an assigned optometrist until late July. A manning-assist optometrist will be at Laughlin from June 16-20 and July 7-11 and will offer appointments to active-duty military members only.

To schedule an appointment, please call central appointments at 298-3578.

## Mission status

(As of June 6)

Days ahead or behind with  
mission capable rate

T-37	-1.98	82.7%
T-1	0.30	86.1%
T-38	-4.14	79.7%
T-6	-4.98	91.6%

## Air traffic control, weather flight earn top marks in inspections

By Capt. Paula Kurtz  
Public Affairs

Exceptional and outstanding are just a few of the words used by two evaluation teams from Air Education and Training Command Monday as they wrapped up their week-long inspections of the base’s air traffic system and weather flight.

Equivalent to the base’s Operational Readiness Inspection, the Air Traffic System Evaluation Program, or ATSEP, provides an assessment of the quality, adequacy, and safety of the air traffic system supporting flying operations at Laughlin. The 12-person team arrived June 1, and spent a full week reviewing 832 checklist items pertaining to the operations, training, quality assurance and administrative support for air traffic control and airfield

See ‘ATSEP’ page 4



Photo by Major James Payne

### And the winner is...

Col. Ken Smith, 47th Flying Training Wing vice commander, poses with members of the 47th Civil Engineer Squadron, winners of this year’s Commander’s Trophy. The trophy is given out each year to the squadron that amasses the most points in intramural play. The 47th CES earned 200 points.

## Clinic receives \$5 million for renovations

By Airman 1st Class  
Timothy J. Stein  
Editor

The Laughlin clinic recently received \$5 million to start a renovation project that will change its appearance and improve the overall patient care environment.

This much-needed facelift will transform a building that was designed almost 30 years ago to be an inpatient facility into a more efficient setting to provide outpatient care.

The new design will be more like newer clinics found around the

country with a mall-type atmosphere, said Col. Chuck Hardin, 47th Medical Group commander.

“Patients will walk in and have all the different clinics in one central area,” said Colonel Hardin. “People won’t have to wander up and down the hallways looking for different clinics.”

The new approach will also be beneficial to the clinic staff, the colonel added.

“The space in the clinic now is badly allocated,” said Colonel Hardin. “The rooms we use for offices have a ton of space, while the

clinic area has small exam rooms and not enough of them. A major goal of the remodeling is to readjust that space.”

Along with more exam space, the staff will also gain more flexibility in the space they have, said Colonel Hardin.

“With all the clinics being located next to each other, the staff will have the ability to adjust what rooms are used for what purpose,” said Colonel Hardin.

See ‘Clinic’ page 4



## Commanders' Corner

Col. (Dr.) Chuck Hardin  
47th Medical Group commander

### Fallen heroes can remind us of commitment

Several weeks ago this space contained an article written by the wing commander, Col. Dan Woodward, which related his experience as he jogged in the early morning hours in Washington, D.C., past the monuments and graves of our brothers and sisters who have died in defense of our nation.

As I contemplated his words, my thoughts wandered to two of my personal heroes, Uncle Charlie and Uncle Kenny. Both died in World War II: Kenny in Germany and Charlie on an island near Samoa. I was named after them (Charles Kennett), and their sacrifices have been a major motivator to me throughout my Air Force career. I would like to briefly share Uncle Charlie's story.

I have a notebook that contains memorabilia from Uncle Charlie's life, including several photos. One photo shows Uncle Charlie, dressed in his Army Air Corps uniform, and Aunt Mildred with their two dogs. Another photo shows his burial under the palm trees on the island of Samoa, and a final photo shows Aunt Mildred receiving Uncle Charlie's posthumous Purple Heart and Silver Star. Then there's the Western Union telegraph, which begins, "The

Secretary of War desires me to express his deep regret..."

The final item is a letter from Brig. Gen. T. H. Landon to Aunt Mildred describing the circumstances of Uncle Charlie's death. I'd like to share an excerpt from that letter.

"We were operating from an advanced Pacific base on a bombing missions against the Japanese. Charles was there carrying on his duties as bomber command intelligence officer. We had very successfully completed one large scale raid on a Japanese base and were naturally elated. That evening our Bomber Command team played a team of Marines in a game of softball. Charles played an excellent short stop. We went to bed that night quite content, but with the usual combat zone precautions. About three o'clock the next morning the air raid alarm sounded, and all of us dived into our fox holes. Some of the bombs fell in our camp area injuring some men. After the first raiding planes departed Charles was one of our most active officers aiding in taking care of the wounded. Shortly other bombers appeared and began bombing before all could reach the protection of the fox holes. It was during that bombing that

Charley was hit, and badly so. He was severely injured in the left arm and chest. His arm had to be amputated at the elbow right then, but nothing could be done about his chest injuries at that time. The next afternoon he was evacuated by aerial ambulance to a base hospital in Samoa. He had to be moved, for we knew the Japanese were coming back that night. I was there when Charley was put in the ambulance. He had partially regained consciousness and said, 'I'll be back playing baseball yet.' He died that evening shortly after arriving at Samoa."

What did Uncle Charlie and Aunt Mildred sacrifice? Little things really... a kiss, a walk with the dogs, a Memorial Day barbecue, an early morning jog among the monuments to our nation's heroes - all those little things that make up life. We need to appreciate the little things in our lives and the sacrifices that were required to preserve them. If we don't appreciate them, we certainly don't deserve them.

I am frequently asked why I stay in the military as a plastic surgeon, implying that I could do better as a civilian. My answer is simple: If you have to ask that question, you won't understand the answer.

### Letter from child highlights appreciation

By Col. Riley Porter  
189th Airlift Wing commander

LITTLE ROCK AIR FORCE BASE, Ark. - It's always special when something unexpectedly brightens your day. It happened to me the other day when children from a local elementary school sent letters to the family support center to forward to our deployed Air Guard members.

One letter, written by fourth-grader Calie Barron, caught my attention.

"Dear Soldier," the letter started. Never mind that we're airmen. I'll let her slide because soldier is a term used to describe all service members except Marines.

"Thanks for being brave for us and going to Iraq and stop(ing) them for us," she wrote.

Calie, it is a brave and honorable thing we do. We volunteered to serve our country, and we are proud to defend upstanding citizens like you who appreciate our service.

But it was her last sentence that stuck with me: "Another thing I want to thank you for is thanks for being there for us when we needed you the most."

Maybe this young girl is wise beyond her years. Perhaps she already understands you can't just create the world's greatest military overnight. It takes years and years of training, honing the skills of each airman to the razor's edge.

See 'Letter,' page 3



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News for the Border Eagle should be submitted to the 47th Flying Training Wing Public Affairs Office, Bldg. 338, Laughlin AFB, TX, 298-5262. **Copy deadline is close of business each Thursday the week prior to publication.**

Advertising should be submitted to the Del Rio News-Herald, 2205 Bedell, Del Rio, TX, 774-4611. Advertising should be submitted by 4 p.m. each Friday.

Submissions can be e-mailed to: [timothy.stein@laughlin.af.mil](mailto:timothy.stein@laughlin.af.mil) or [yvonne.conde@laughlin.af.mil](mailto:yvonne.conde@laughlin.af.mil).

**Actionline 298-5351**

This column is one way to work through problems that haven't been solved through normal channels.

By leaving your name and phone

number, you are assured of a timely personal reply. It's also very useful in case more information is needed in order to pursue your inquiry. If you give your name, we will make every attempt to ensure confidentiality when appropriate.

If your question relates to the general interest of the people of Laughlin, the question and answer may also be printed in the Border Eagle.

Before you call the Actionline, please try to work the problem out through the normal chain of command or directly with the base agency involved.

Thanks for your cooperation, and I look forward to reading some quality ideas and suggestions.



**Col. Dan Woodward**  
47th Flying Training  
Wing commander

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Civil Engineer	298-5252
Civilian Personnel	298-5299
Commissary	298-5815
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***“Training the world’s  
best pilots and  
deploying forces  
worldwide to fight and  
win America’s wars”***

- 47th FTW mission

## Mentoring: please and thank you

**By Airman 1st Class**

**Madelyn Waychoff**

*388th Fighter Wing Public Affairs*

HILL AIR FORCE BASE, Utah – I recently sent out an e-mail with a couple of questions to a few people for a story I was writing about Stop-Loss. I got many answers back, but one answer in particular stood out and made a lasting impression on me.

The answer I got back was from a major who was affected by Stop-Loss. When I asked how he felt about it and if it would change his plans for his career, he sent me the most honest, straightforward answer I have received in a long time.

“I’m an F-16 pilot at Hill who is retiring the 1st of May this year,” said Maj. James Elwell. “I have tried to get caught in the Stop Loss and serve longer during a time of war. I’m a warrior. I would want nothing more than to fight any chance I get, and maybe even to die in battle at 44 rather than in bed at 84. ‘Stop loss?’ How about ‘continuation of service?’ How about the mission – the defense of the United States, and her interests and allies – that we all volunteered for when we signed up? How does this effect my decision to retire? I’ve tried for over a month not to.”

This answer made me under-

stand how much the Air Force means to the airmen in it and the people around the world. Even though I have never met the major, his answer made me respect him and understand what being in the Air Force is really about.

I began thinking about the influence veteran troops can have on younger airmen like me. Whether tofficers or noncommissioned officers realize it, they are mentors.

If their uniforms look sharp and they show respect to others, we do the same. If it’s the opposite, we also do the same.

I think most of what we, the younger airmen, learn in the first few years affects everything we do throughout the rest of our Air Force careers.

I have met numerous people who have many years in the service, and they have given me the impression that the Air Force is the best place you can be. They told me to look at all the opportunities given to us and compare them with what’s offered in other jobs.

They taught me that I need to be patient before I can learn everything about the Air Force.

I also learned through their stories that serving and protecting our country selflessly are the biggest rewards many of these people have received. Sure, they’ve gotten awards and decorations, but ultimately what made the impression on them was the ultimate joy they saw from the

many people throughout the world they’ve helped.

In contrast, I have also had people in charge of me who made me want to leave the Air Force. They made me feel like it was the worst place in the world for me to be. Everyday I would hear them say how much they hated their jobs or make comments like “four more years and I’ll be through.”

I was lucky, though, when I arrived here. I found out I was working with great people who didn’t treat me like a child and allowed me to use my limited job knowledge to grow and learn more about my job and the Air Force. They showed me everyday what the “real Air Force” was like.

I want to thank those around me who have taken the time to talk with me and mentor me. These people have listened and watched out for me. If I didn’t understand, they explained it clearly. If I needed help, they assisted me.

Please keep letting your troops know the Air Force is a wonderful place. If there is something going on in your life, please don’t take it out on the younger airmen or give them the impression from your feelings that the Air Force treats people badly or doesn’t help them – it’s not fair to us.

And again, thank you to those who help us and make us feel welcome in our new world.

### **‘Letter’ from page 2**

In the Guard, we hone those skills during every unit-training assembly weekend and during annual training each summer. It is important that we put forth maximum

effort every day. People like Calie are counting on us.

She concluded her letter with a simple, “Your friend, Calie Barron.”

I haven’t met Ms. Calie, but I think she’s the kind of person I’d like to call a friend, too.

## **Border Eagle commentaries**

The Border Eagle encourages base members to take part in their paper. Anyone wanting to write for the Viewpoint pages of the paper is welcome.

Commentaries can be written about any aspect of Air Force life you find interesting. Articles should be 250 to 500 words in length. Public Affairs reserves

the right to edit all submissions for length and clarity.

Submissions should be dropped off or faxed to the Public Affairs Office, Bldg. 338. The deadline to submit a commentary is close of business each Thursday, the week prior to publication.

For more information, call 298-5393.

## 'ATSEP' from page 1

management systems and procedures.

"This is really a superb operation," said Lt. Col. Mike Hughes, evaluation team chief. "It's obvious to all of the team members that the pride, dedication and professionalism displayed by the people here is part of the day-to-day operations, and not just for the evaluation team."

Only 86 problems were identified out of the 832 checklist items, for an 89.7 percent compliance rate. In addition, the team recorded zero "observations," where the average for a unit is five.

In its final report, the team commended the combined effort of wing agencies in accomplishing the seamless relocation of the tower and radar approach control facilities during the Christmas holidays. The move included a transition to new digital equipment, and all while continuing to integrate T-6 operations into an already extremely heavy flying operation, the report noted.

"Normally, our evaluation would have been rolled into the ORI, but they pushed it back six months due to the move," explained 2nd Lt. Richard Holtzman, operations officer for the 47th Operations Support Squadron's airfield operations flight.

Lieutenant Holtzman began prepping his 107-person flight for the test immediately after the move in January.

"We started running checklists to determine where we had problems and to figure out what we were going to do to fix them," Lieutenant Holtzman said. "The team goes through the checklists item-by-item,

so that's the best way to prepare for the evaluation."

In addition to early planning, Lieutenant Holtzman's team also drew from the experience of several key team members. During his 12 years of enlisted service as an air traffic controller, Lieutenant Holtzman participated in four similar inspections. His counterpart, 2nd Lt. Jeffery Byman, airfield operations flight systems officer, also served for 10 years as an enlisted air traffic controller, and Senior Master Sgt. Christopher Evert, noncommissioned officer in charge of radar approach control, served on the AETC evaluation team prior to arriving at Laughlin.

"Senior Master Sgt. Evert just came from the MAJCOM, so he's been doing these inspections on other bases," Lieutenant Holtzman explained. "He knew before he arrived what needed to be fixed because he sees all of the reports that we send up. Plus, everyone on the team knew him and respects him."

While experienced leadership played a key role in the success of the evaluation, Lieutenant Holtzman is quick to point out that it takes a team effort to get the job done.

"Everyone contributed 110 percent, working long hours and numerous weekends to make sure we were prepared for the inspection," he said. "To say they did a terrific job

would be an understatement. I'm proud of each and every one of them."

As Lieutenant Holtzman put his team through the appropriate maneuvers in Airfield Operations, 1st Lt. Barbara Costa was taking similar measures for her weather flight's Standardization and Evaluation inspection.

Due to a reengineering within the weather career field, this evaluation was put on hold when the wing accomplished its ORI. To minimize the impact of a visiting inspection team on the 47th FTW, the evaluation was intentionally scheduled to coincide with the ATSEP evaluation.

A team of two evaluators looked at six areas: management and administration, tailoring products for customers and local use, weather data collection, data dissemination, weather forecasting and data analysis.

Despite low manning levels within the flight – 36 percent since January and an average of 55 percent for 2002 – the 7-member weather team stepped up to the plate and battled a homerun.

Graded on a point system, the team earned 314 of 328 possible points, for a 96 percent compliance rate, resulting in an evaluation equivalent to an "outstanding" in and ORI.

Two team members, Staff Sgt.

Teri Heisler, acting NCO in charge, and Senior Airman Katie Williams, weather forecaster, were named outstanding performers. In addition, the evaluation team made note of several positive observations, including the flight's Weather Liaison Program, which is aimed at putting weather forecasters into the flying squadrons to provide direct support to their customers.

"Right now, we don't have the manning to support all four of the flying squadrons with their own assigned forecaster, so we're taking it slow," Lieutenant Costa said. "One of our forecasters is working closely with the 85th Flying Training Squadron, but we're really still in the first phase of the program, collecting data on how they operate and how they use our products."

Following data collection in phase one, the weather flight will analyze that data in phase two to determine what type of support the flying squadron requires and whether there are any additional products that could be created to better meet their needs.

In phase three, the weather flight will implement the support, and in phase four a follow-up and reevaluation is accomplished.

Although she, too, benefits from prior enlisted service – 11 years as a weather forecaster – Lieutenant Costa said she has enjoyed seeing the process from the leadership side.

"It really builds confidence to see what my people can accomplish," Lieutenant Costa said. "I identify what needs to be done and give them room to do it, and they really give me results and fresh ideas. That's the best thing about working with a young group."

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***"I identify what needs to be done and give them room to do it, and they really give me results and fresh ideas. That is the best thing about working with a young group."***

**– 1st Lt. Barbara Costa,  
Weather Flight commander**

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## 'Clinic' from page 1

The project, which will be done in two phases, is tentatively set to start in February or March. During the first phase, all administrative offices in the middle of the clinic will be moved to a temporary office building between the clinic and the aerospace physiology building. All patient clinics will

be relocated to one area of the present facility while the rest of the building is undergoing renovation. Once that is complete, the clinics will then move into their new centrally located areas.

The second phase, which is still awaiting funding, will renovate the administrative offices and allow the offices that were relocated to a different building to move back

into the clinic. The entire project is expected to take about a year and a half from its start date.

Colonel Hardin said he expects little to no change in patient care during this process.

"We have been very careful to plan this so it won't impact patient care," he said. "There may be a day or two where things slow down when we first

move the clinics. There won't be much impact once we get going, however."

Once renovations begin, two offices will no longer be located at the clinic, said Colonel Hardin. The Health and Wellness Center will move to Anderson Hall temporarily and finally to the new fitness center once that is complete. The Military Equal Opportunity Office will be lo-

cated at the veterinary clinic until the new wing headquarters building is complete.

Once everything is complete, Colonel Hardin believes patients will notice the difference.

"People will be walking into a state-of-the-art ambulatory care facility," he said. "Patients will receive the same great medical care, just in new packaging."

## Del Rio invites Laughlin to join in July 4th celebration

By Master Sgt.  
**Tom Hankus**  
*Public Affairs*

It is less than one month out and local city officials are gearing up for a great July 4th celebration, and Del Rio Mayor Dora Alcala says she hopes that everyone at Laughlin will consider joining in the day's many fun planned activities. On tap will be swimming events, food booths, band performances and games from 2 -8 p.m. A July 4th fireworks display will cap the special day's events starting at nightfall, at Moore Park.

To kick off the day, there will also be a parade at 11 a.m. Laughlin organizations are encouraged to have entries in the event, including floats, marching units, patriotic decorated car or trucks. For those interested in participating, contact Public Affairs, at 298-5988.

Several airmen from

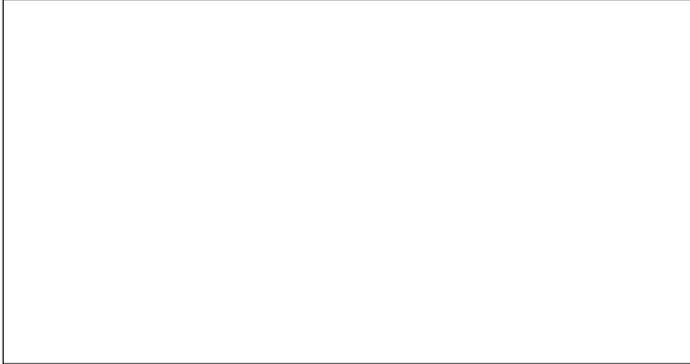
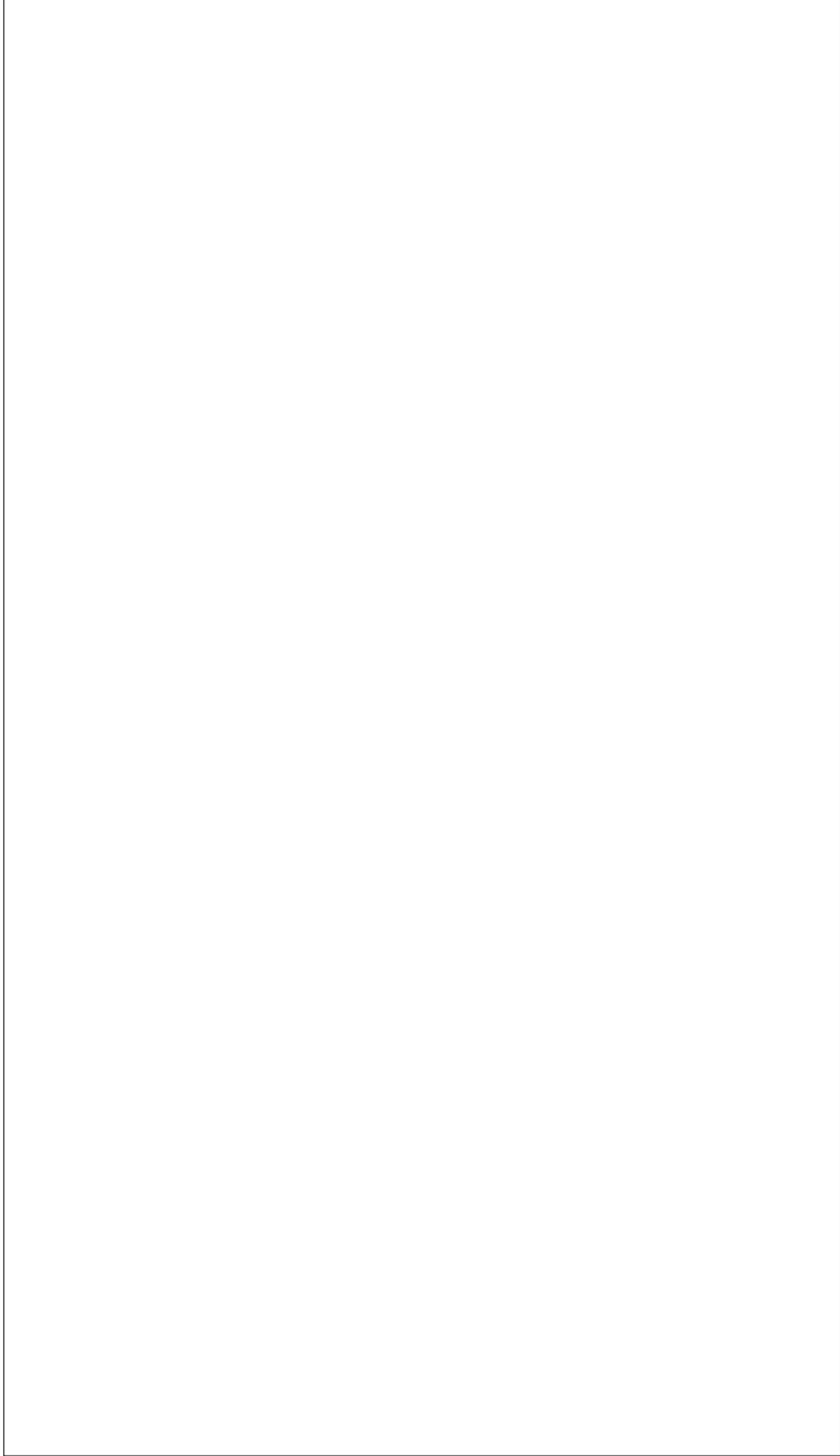
Laughlin who recently served in Operation Iraqi Freedom, will also take part in the parade and will be recognized later that day by Mayor Alcala.

The parade will be followed by a patriotic bell-ringing ceremony where attendees will have the opportunity to join in a "Let Freedom Ring" ceremony that is also being observed across the nation.

These bells will be decorated for the 4th of July by Boy and Girl Scouts and Boys and Girls Clubs from the local area, and will be on sale to the public for a nominal price before the event.

Later that day, there will be an announcement of the winners of a Border Federal Credit Union-sponsored patriotic poetry contest on "How Important Freedom is to our Youth," and various winning entries will be read publicly.

City officials say that this July 4th celebration will be one to be long remembered.



# World War II ace pins on grandson's wings

By Master Sgt.  
**Tom Hankus**  
*Public Affairs*

Who would have thought that more than 60 years later, World War II Army-Air Corps ace, retired Lt. Col. Charles Fischette would one day be flying to Laughlin Air Force Base in Del Rio, one of the Air Force's primary undergraduate pilot training facilities, to pin the wings he earned in 1941 on his grandson, 2nd Lt. Kevin Kelly.

Lieutenant Kelly graduated from flight training here June 6 with the class of 03-10.

On pinning his wings on his grandson Lieutenant Kelly, Fischette said he couldn't be prouder. "It is very gratifying and rewarding to be able to see my grandson follow in my footsteps in pursuing a military career in the Air Force. This will be a moment I will always remember."

Lieutenant Kelly, a member of the New York Air National Guard, just completed a grueling 52-



Photo by 1st Lt. Lindsey Logsdon

Retired Lt. Col. Charles Fischette pins the wings he wore in World War II on his grandson 2nd Lt. Kevin Kelly June 6 after Specialized Undergraduate Pilot Training Class 03-10 graduated.

week specialized undergraduate pilot training program here. After completing his initial training here, Kelly elected to follow the airlift and bomber track,

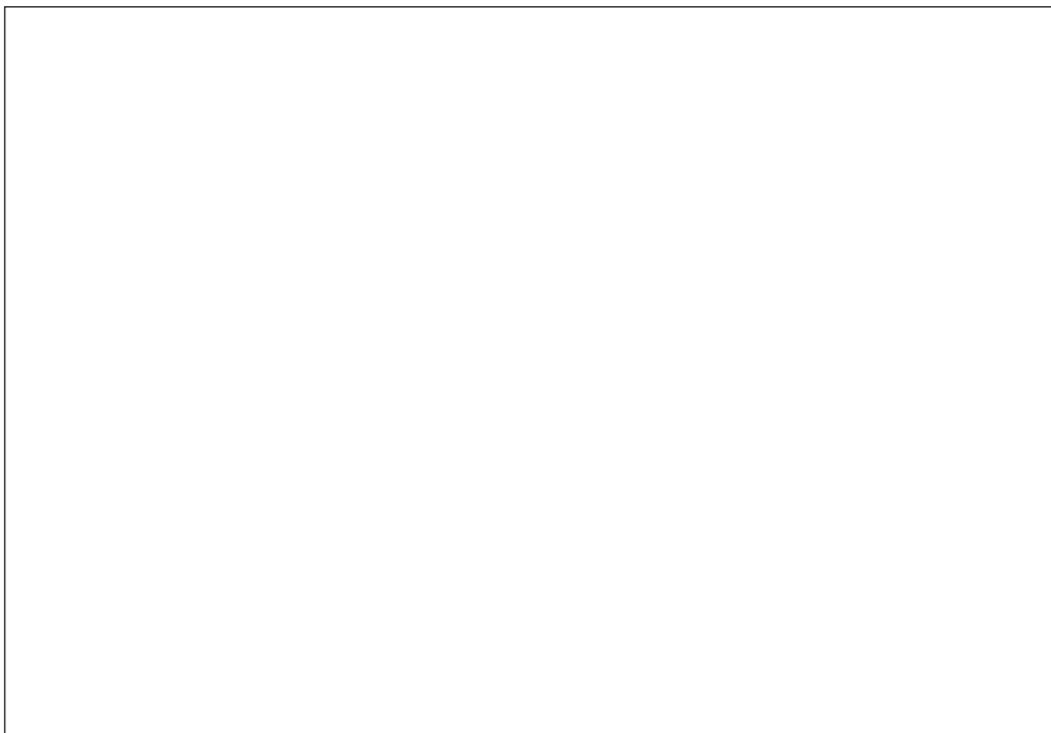
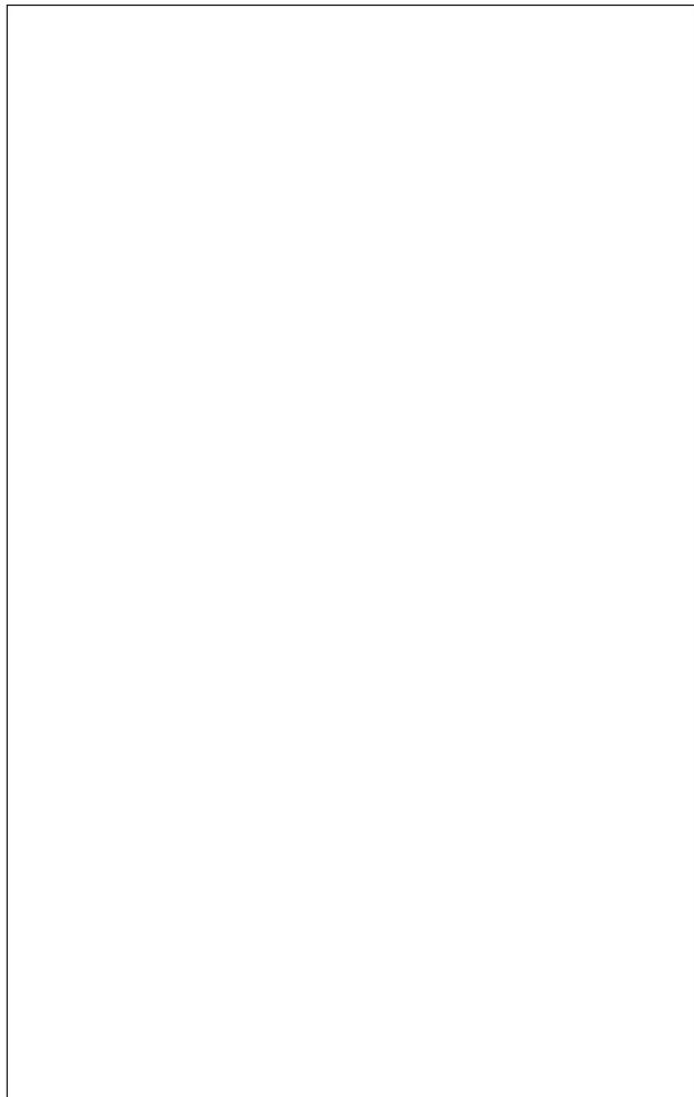
training in the T-1A Jayhawk (military version of a multi-place business jet), facilitating his transition to airlift tanker aircraft. This training centers on crew coordination

and cockpit management duties in a multi-crew aircraft. It lasts 27 weeks and includes over 170 hours of ground training, with some 40 hours in the flight simulator and 119 flying hours in the T-1A.

From here Lieutenant Kelly will be assigned to the Air National Guard's 136th Refueling Squadron in Niagara Falls, N.Y., whose

primary mission is air refueling.

Colonel Fischette served with distinction in World War II, downing five enemy aircraft while assigned to the 307th Fighter Squadron in North Africa. The 307th was a very significant force in helping end the critical North Africa Campaign, destroying some 33 enemy aircraft.



## The *XLer*

**1st Lt. Matthew Manning**  
*84th Flying Training Squadron instructor pilot*



Photo by Airman 1st Class Timothy J. Stein

**Hometown:** Cooper City, Fla.  
**Time at Laughlin:** One year, 10 months  
**Time in service:** Two years, four months  
**Greatest accomplishments:** Graduating college and completing undergraduate pilot training  
**Hobbies:** Traveling, golf, working out and gambling  
**Favorite music:** Everything  
**Favorite movie:** Top Gun  
**If you could spend one hour with any person, who would it be and why?** God, to be able to ask him why.

# Maintenance team keeps flying training aloft

By Tech. Sgt. Anthony Hill  
Public Affairs

As aircraft buzz daily above Laughlin, most people think about student pilots training to earn their wings. But, for one group of people here, those flights are seen as a by-product of their hard, dedicated work.

The 47th Component Maintenance Division, spread across several back shops just off the flight line, repairs and maintains parts for the wing's 240-plus T-1, T-6, T-37 and T-38 training aircraft.

"We do everything from communications to corrosion control on the aircraft," said Britt Gambrel, the division's chief. "There's no part of the aircraft we don't get involved with."

Comprised of 10 branches and some 147 highly-trained civil service and military members, the division is equal to the largest organization within the maintenance directorate, Mr. Gambrel said.

The maintenance division incorporates equipment calibration, avionics and hydraulics repair, aerospace ground equipment support, nondestructive inspection, fuel system repair, corrosion control, egress and survival, munitions storage, and machine, structural and welding shops.

With an average of 400 student pilots graduating here yearly and about 300 scheduled daily sorties, the division has a critical impact on the wing's mission. Without these maintainers, the aircraft wouldn't fly and student pilots wouldn't graduate.

"Bottom line is, we keep the planes in the air," said Master Sgt. Robert Harrell, from the precision measurement equipment laboratory branch, which calibrates and maintains about 2,600 equipment items used by each of the other branches.

Repairing parts and keeping the aircraft flying takes a concerted effort of all division branches. Just as PMEL ensures equipment is calibrated for their use, the AGE branch ensures everyone has all equipment needed to perform their jobs. "We're all inter-related," said Ed Thomas, AGE branch supervisor. "One can't do without the other. If the sheet metal shop needs air, we provide an air compressor. If someone needs power supply, we provide a generator."

AGE's primary role is to provide all support systems for the aircraft. "We mimic every system on the aircraft, such as electrical and hydraulics," Mr. Thomas said. "We simulate flying the aircraft on the ground to make sure everything works before it flies."

Another branch that plays an integral role is the nondestructive inspection branch, which conducts inspections. Operating 24 hours a day, NDI also x-rays aircraft, looking for cracks, foreign ob-



Photo by Tech. Sgt. Anthony Hill

Mark Bonds, a hydraulic worker within the component maintenance division, rebuilds an aircraft stabilizer.

jects and moisture within parts, said Tim Selfridge, NDI branch supervisor.

NDI also analyzes oil samples, searching for tiny particle metal changes for preventative engine maintenance. Any parts found broken or needing maintenance then goes on to the respective branches for repair.

Performing the actual maintenance and repair of those parts is the primary function of the remaining branches.

If there's a leak in an aircraft's fuel tank, the fuel system repair branch performs the maintenance. Located within a hangar that can fit two of any of the training aircraft here, "we take care of all internal fuel system components on the aircraft," said Larry Vaughn, fuel system repair branch supervisor.

"Some of the tanks we take care of are metal, for which we have to de-seal, re-seal, or change components within," he added. "We also repair bladder fuel cells, which are big rubber tanks. We take them out if they're leaking, repair and put them back on the aircraft."

As aircraft here conduct lots of take offs and landings, maintaining the tires can also be quite a challenge. The hydraulics branch, which performs repair on parts such as struts and stabilizers, includes a tire shop where more than 60 wheels are taken apart, cleaned and rebuilt with new tires daily, said Doug Morin, branch supervisor.

In addition to the hydraulics branch, Mr. Morin also runs the avionics branch, which troubleshoots and repairs aircraft communications, instrument, navigation and electrical equipment. The branch also maintains a battery shop and does radio maintenance in certain staff vehicles for communication with aircrews.

If an aircraft part requires structural repair or manufacturing, the machine, structural and welding shops are there to handle the task. "One example are cracks in the boat tails that house the engines," said Arnold Becerra, a sheet metal mechanic within the shop. "We repair those as a result of after burner heat."

After going through a variety of back shops, an aircraft part will usually end up at the corrosion control branch to be repainted before being returned to the primary user. Corrosion control supports all training aircraft here in addition to the 11 heritage aircraft on static display on base, according to Tony Valero, branch supervisor. "We maintain the appearance of all aircraft, conduct two wash racks and a cleaning shop," he said.

"We also clean the grease and grime off parts and media blast them and remove the paint before they go to other shops to get worked on," Mr. Valero added. "After parts come back to us to be painted, we return them to the primary users."

The final branch, egress and survival, primarily works on ejection seats and packs and maintains the pilots' parachutes. "These items are rarely used," said Zane Deneen, branch supervisor, "which is a good thing." But, they must be maintained continually.

The branch also prepares the Velcro rank insignia and patches for pilot flight suits and fabricates items such as aircraft intake covers and flare pockets for parachutes.

A large organization with a complex mission, the component maintenance division consistently meets the challenges to keep Laughlin's training aircraft flying.

There is no typical workday in aircraft maintenance, according to these maintainers. When extended night flying occurs, this team of professionals has no problem adjusting their schedules to meet maintenance requirements during the extended flying hours.

Working by mottos that range from "you break it, we fix it," and "there's no air power without ground power," to "being the best is our business," each member within the division takes pride in their work and the mission they support.

The greatest satisfaction is the "overall maintenance of these aircraft and watching them take off and get airborne," Mr. Selfridge said, "knowing that they will return safe and in one piece."

# 10 tips to help kickstart training program

**By Bill Goins**

*47th Flying Training Wing  
exercise physiologist*

There are many things a person can do to get motivated for an exercise program. Getting and staying motivated will get a person the fitness results they have been looking for.

Here are 10 tips to help stay motivated:

**Exercise in the morning** – research shows that people who exercise in the morning are the most consistent with their routines. “Exercising first thing is the best prevention for lack-of-time and lack-of energy problems” says Kiana Tom, a fitness role model and host of ESPN2’s “Kiana’s Flex Appeal.”

**Schedule your workouts** – just like a doctor’s appointment, school class or business meeting, marking

your calendar with an exercise time enhances the likelihood that you will work out consistently. Don’t think that you will magically “find” time to exercise; write it down and honor it as you would any other appointment.

**Set small, realistic goals to start** – don’t set yourself up for failure by committing to exercise every day for two hours if you’ve never participated in a regular workout routine before. Setting small achievable goals, such as three 30-minute sessions each week, will make it easier to experience success quickly.

**Vary your workouts** – for most of us, doing the same workout daily can cause boredom. Lift free weights one day, use a treadmill the next and take an exercise class the next. Premium cardiovascular equipment in the XL Fitness Center offers a variety of innovative workouts that can help keep

each exercise session interesting.

**Partner with a workout buddy** – people who exercise with a friend or group tend to be more consistent. Make appointments to exercise with a spouse, neighbor or friend in the XL Fitness Center.

**Find a diversion** – if you really don’t enjoy exercising, try listening to music, watching TV, or reading a magazine to help keep you moving.

**Seek professional, certified guidance** – a certified fitness professional can assess your fitness level, develop a program to meet specific goals and measure your progress. These professionals, such as the staff in the Health and Wellness Center and the XL Fitness Center can also show you different exercises to help vary your routines.

**Document your progress** – seeing how far you have come or

how much you have accomplished can be a powerful motivator. Tracking your exercise routine, whether it be the number of minutes of jogging on a treadmill or the amount of weight you are lifting, provides immediate visual feedback of your commitment.

**Allow yourself a break if necessary** – don’t give up if you miss a few days of your exercise routine. What is important is getting started again as soon as you can.

**Reward yourself for your successes** – remember how good you feel after exercising when you didn’t want to workout. Reward yourself with healthy options, such as exercise apparel, new music or a massage.

I hope this helps each of you to make the commitment to yourselves and stay motivated to participate in a regular exercise program.

## Golf tournament raises Red Cross funds

Laughlin’s Leaning Pines Golf Course was host to the 15th Director of Maintenance Golf Tournament, held Saturday. The select-shot tournament was also a fourth annual joint fundraiser between the 47th Flying Training Wing Maintenance Directorate and the Laughlin-Del Rio Branch, American Red Cross, to benefit Red Cross operations on

Laughlin and in the local area. Frank Hurt, Gary Fetterman, Ken Miller and Daniel Woodward placed first in the select-shot tournament with a score of 56.

Organizers also presented skills prizes to players for closest to the pin placement and longest drives in four different categories. Closest to the pin honors went to: Tom Steiger,

Ray Menchaca, Bill Dutcher and Donald Svabek. Longest drive honors went to: Robbie Goodwin, Ray Menchaca, Richard Perez and Sean McCauley.

Tournament proceeds will be used throughout the year to replace supplies used in training programs and disaster relief along with maintaining local disaster response equipment.