

Border Eagle

Vol. 52, No. 8

Laughlin Air Force Base, Texas

Feb. 27, 2004

Warrior call honors recent deployees

By Tech. Sgt. Anthony Hill
Public affairs

In an effort to learn from experiences of airmen who recently returned from deployments and help prepare airmen planning to deploy soon, Laughlin leaders conducted Warrior Call Wednesday in Anderson Hall.

It was the second call in the past eight months also aimed at recognizing and showing appreciation for people returning from duty in support of Operations Enduring and Iraqi Freedom.

Some of the issues addressed during the first warrior call included streamlining the outprocessing checklist, starting a new monthly training

See **Call**, page 4



Courtesy photo

Retired Maj. Gen. Gerald Prather thanks Airman 1st Class Brenna Gorney, 85th Flying Training Squadron, for her efforts in the war on terrorism after Wednesday's Warrior Call honoring Laughlin members who have deployed in the last year. Airman Gorney was deployed to Saudi Arabia last year.

Leaders re-energize suicide-prevention efforts

By G.W. Pomeroy
Air Force Surgeon General
public affairs

WASHINGTON—After 11 active-duty suicides since Jan. 1 and 14 during the final quarter of 2003, Air Force senior leaders are asking commanders and leaders across the service to assess and re-energize suicide prevention efforts at all levels.

The 2003 calendar year suicide rate of 10.5 per 100,000 people was the lowest of all the military services and one-half the rate of a comparable civilian population of males between the ages of 20 and 50. As of Feb. 24, the service's suicide rate was 18.1.

In a letter sent to all major commands, the Air Force's acting assistant vice chief of staff urges all airmen to continue pitching in to reduce the number of suicides.

"Suicide is not stopped by medical personnel in emergency rooms; it is stopped by addressing quality-of-life issues in the unit on a daily basis," Lt. Gen. Richard E. Brown III wrote in the letter.

"The major components of the Air Force Suicide Prevention Program are active leadership involvement, an emphasis on community involvement and a focus on prevention throughout the life of airmen and their families, not just when they are suicidal," General Brown wrote.

"Pay special attention to the quality of your suicide-prevention briefings," General Brown wrote.

The Air Force requires active-duty and civilian personnel to attend suicide-prevention briefings once during the 15-month air and space expeditionary force cycle.

In light of the recent suicides —

none of which occurred during Operations Enduring Freedom or Iraqi Freedom — General Brown urged commanders to "review how well we continue to implement the 11 initiatives that serve as the foundation of the Air Force Suicide Prevention Program."

The 11 initiatives are outlined in Air Force Pamphlet 44-160, Air Force Suicide Prevention Program: Description of Program Initiatives and Outcomes. The 11 initiatives are: build community awareness; leadership involvement; investigative interview policy; professional military education; epidemiological database; delivery of community preventive services; community education and training; critical incident stress management; integrated delivery system; limited patient-psychotherapist privilege and

See **Suicide**, page 4

Newslines

Commander reassigned

The 47th Flying Training Wing congratulates Col. Vic Hnatiuk, 47th Mission Support Group commander, who will be reassigned as the Inspections Division chief, Air Education and Training Command Inspector General Directorate.

Colonel Hnatiuk will report to his new duties this summer.

Promotion ceremony set

An enlisted promotion ceremony is set for 4 p.m. today at Club Amistad.

All base members are invited to attend.

Legal assistance canceled

Thursday's 8 to 9 a.m. walk-in legal assistance is cancelled. Walk-in assistance will resume March 11.

For more information, call 298-5172.

Promotion party set

A promotion party for Lt. Col. Timothy Sowin, 47th Aero-medical-Dental Squadron commander, is set for 5:30 p.m. March 5 at Club XL.

There will be hors d'oeuvres and an open bar for a limited time. All base members are invited to attend.

Deployment stats

Deployed:	34
Returning in 30 days:	28
Deploying in 30 days:	4

Mission status

(As of Tuesday)

Days behind or ahead:

T-37, -4.61	T-1, 1.56
T-38, -1.35	T-6, -2.93

Mission capable rate:

T-37, 88.1%	T-1, 79.0%
T-38, 75.5%	T-6, 70.6%

Education, leadership remain constant



Commander's Corner

By Lt. Col. Kelly Fletcher
84th Flying Training Squadron commander

This is my first article as commander of the 84th Flying Training Squadron, and it is truly a privilege to have the opportunity to be a part of such an outstanding organization.

While this space is normally filled with great words of wisdom on leadership or personal exploits and how they strengthen the individual, I'm nowhere near that eloquent.

I would like to take this time to reflect on some comments shared with me after my change of command last month. The remarks highlighted two areas that have remained constant in our Air Force despite all the force-shaping changes and reductions and the impact they can have on an individual.

People commented on my years as an enlisted member in the Air Force, a "Mus-

tang." Personally, I'm very proud of that experience, and it is a major factor in what brought me to where I am today. I've traveled a remarkable distance since completing Basic Military Training in 1978, a straight-out-of-high-school airman basic.

While the Air Force has experienced many changes since then – uniforms, bases closures and unit realignments – two things have bridged those changes and remained constant: our emphasis on educational opportunities and the role that supervisors have on influencing our young airmen.

The Air Force has always placed a great value on educating our people, both professionally and personally. Those same educational opportunities provided me the ability to pursue my dreams. My Community College of the Air Force degree became a part of the foundation that allowed me to fulfill my goal of being an aviator. A variety of opportunities exist today, and with our high-tech force, it has become even more important for the future.

Education programs can't work alone. Front-line supervisors are a critical part of supporting an individual's educational effort in career development courses, professional military education and off-duty education. A supervisor's impacts have been

proven throughout time – the supervisor provides the environment for success.

I was fortunate to have Chief Master Sgt. Paul Schneider provide me with the inspiration and support to pursue my professional and off-duty education. He was a senior NCO performing the time-tested duties of being a mentor, ensuring his charges were taken care of (personally and professionally) and providing the counseling, guidance and sometimes the "kick in the rear" to motivate one to see his or her true potential.

While the Air Force has seen material changes throughout time – from the P-51 to the F-22 and possibly to blue-gray BDUs – two things will always remain a foundation of our service: the importance of education, both professional and personal, and the responsibility supervisors have to care for our Air Force people, providing the means and support for our charges to grow.

I admire great NCOs like Chief Schneider who take care of their charge.

Are you providing the same opportunities and support for your airmen?

We should all consider fostering the environment to better oneself through education to enable all of us to provide a stronger Air Force for the future.



Actionline 298-5351 or actionline@laughlin.af.mil

Col. Dan Woodward
47th Flying Training Wing commander

This column is one way to work through problems that haven't been solved through normal channels. By including your name and phone number, you are assured of a timely personal reply. It's also useful if more information is needed to pursue your inquiry. We will make every attempt to ensure confidentiality when appropriate.

Before you call in or e-mail an

Actionline, please try to work out the problem through the normal chain of command or directly with the base agency involved. Please keep e-mails brief.

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.

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

and suggestions.

Finance	298-5204
Clinic	298-6311
FWA hotline	298-4170
Housing	298-5904
Information line	298-5201
Legal	298-5172
Military Personnel	298-5073
Public Affairs	298-5988
Security Forces	298-5900

Uniform standards

Question: I recently had occupational badges sewn on to my BDU uniforms at a drycleaner downtown. A while after I got them back, it was brought to my attention that my badge was only spaced one-fourth of an inch above the Air Force tape. Per Air Force Instruction 36-2903 the proper spacing is one-half of an inch above the Air Force tape. I went around my building and noticed that a lot of other people were wearing the incorrect spacing. Could we please remind

the base of the spacing criteria?

Answer: Prior to taking uniforms to a dry-cleaner for alterations, military members should be familiar with dress and appearance standards as spelled out in AFI 36-2903.

When dropping off uniforms, the military member may give spacing instructions to ensure the seamstress understands the criteria. When picking up uniforms, the military member should always check the work prior to paying to ensure it was done according to standards. If there is a problem, let the dry-cleaner know immediately so it can be corrected.

If a dry-cleaner is sewing some-

thing on incorrectly and the military member doesn't point it out, there are likely to be repeated mistakes. That's why it's so important for the military member to know dress and appearance standards and to correct any issues prior to paying for the alterations.

Nonalcoholic beer

Question: I went to the awards banquet on Feb. 13 and thought it was professional and topnotch. But I do have a question. If DWI is such an important issue for base members, why at the function was no nonalcoholic beer served? I have gone to several functions on base, and there has not been any nonalcoholic beer. I

appreciate your response on this.

Response: It is our goal to provide the greatest variety of beverages for our customers. I apologize for our oversight of not having nonalcoholic beer available at the Fiesta Center during the wing's annual awards banquet. We do have nonalcoholic beer on our bar menu and have now added it to our limited bar menu, which is used when an event is held outside the club. We will still carry a selection of sodas, juices and water. We fully support designated drivers and all others desiring nonalcoholic beverages so they can fully enjoy our club.

Air Force sets sights on zero safety mishaps



Chief of Staff's Sight Picture

By Gen. John P. Jumper
Air Force chief of staff

Over the past 10 years, we have prevailed in combat in Kosovo, Bosnia, Afghanistan and Iraq. We have toppled dictators, provided opportunities for democracy to flourish, and destroyed terrorist networks. We have demonstrated time and time again that we are the greatest Air Force in the world. I am very proud of our record in combat and in securing our nation's safety.

But we aren't doing enough to keep our airmen safe.

During those same 10 years, the Air Force has lost more than 1,000 airmen in accidents that shouldn't have happened and could have been prevented.

People are our most important resource and our greatest investment. We have to protect them. It is tragic to lose a fellow airman, and every time we do we also lose a piece of our combat capability. We can do better.

I have rarely heard of an accident that couldn't have been prevented, and I'm asking for your help in reducing our mishap rate by at least 50 percent over the next two years. Secretary Rumsfeld shares this goal, and he established the DoD Safety Oversight Council to review our safety practices DoD-wide.

But real change has to start with each of us individually. Commanders and supervisors are accountable for safety practices and performance and must take action to reduce

"We'll do our part to ensure that you get the training and the technology, but you have to put it into practice. Seat belts don't work if you don't buckle them; helmets don't save lives if you don't wear them."

mishap rates. Leaders have to make sure risks are balanced against mission requirements and mitigate the risks or stop operations when those risks become too great. Most important, we all have to get rid of the idea that safety is a concern only when "on duty." Safety has to be part of every airman's daily life – in combat, on the commute to and from work, at home, and on vacation – anywhere you might be.

Our ultimate goal is "zero mishaps." Some people may think "zero" is simply too hard to be a realistic goal. To my way of thinking, however, any goal other than zero implies that some mishaps are acceptable. But no mishap is. The moment we stop pressing forward we start falling back.

Over the past decade, despite some excellent safety programs, we haven't made much progress in making the Air Force safer. Instead, we've been moving in the wrong direction. Another program, procedure, or lecture won't help. Each of us paying attention will.

The right attitude about safety in peacetime is no different than how we feel about surviving in war. The difference is that any loss of people or equipment in peacetime means that they will never get to the war.

We know that the mission always comes first and our environment will always be "high-risk." Plus, the Air Force cannot become so

risk-averse that we jeopardize the mission. But we cannot fall into the trap of accepting accidents as a cost of doing business, and almost all accidents are preventable.

First, we have to turn around the trend in motor vehicle collisions. Off-duty private motor vehicle accidents have steadily risen since fiscal year 1998 and remain the number one killer of our people. We're taking action to raise motorcycle safety awareness and skill level, but success depends on our people embracing and then practicing safe riding habits. We also have to decrease the rate of aviation accidents – midair collisions, controlled flight into terrain, and engine failures consistently drive mishap rates.

We'll do our part to ensure that you get the training and the technology, but you have to put it into practice. Seat belts don't work if you don't buckle them; helmets don't save lives if you don't wear them. Motor vehicle and aviation accidents drive the statistics, but accidents occur everywhere, like in the workplace and on the sports field.

I have established the Air Force Operational Safety Council, chaired by the Vice Chief of Staff, to oversee safety matters. The AFOSC will monitor safety performance, examine new or emerging technologies from both the operational and safety perspectives, and direct required changes in Air Force policy, programs, and investment. But all the oversight in the world won't help if our airmen don't take each other's safety – their survival – seriously.

I need your help – let's get it right on safety.

(Editor's note: This article is the latest Chief of Staff of the Air Force Sight Picture and may be accessed from the Air Force Issues Web page at www.issues.af.mil)

Border Eagle

Editorial Staff

Col. Dan Woodward

Commander

Capt. Dawnita Parkinson

Public affairs chief

2nd Lt. Sheila Johnston

Internal information chief

Tech. Sgt. Anthony Hill

PA NCO in charge

Airman 1st Class Timothy J. Stein

Editor

Airman 1st Class Olufemi Owolabi

Staff writer

The Border Eagle is published every Friday, except the first week in January and the last week in December, by the Del Rio News-Herald, a private firm in no way connected with the U. S. Air Force, under exclusive written contract with the 47th Flying Training Wing, Laughlin Air Force Base, Texas.

This civilian enterprise Air Force newspaper is an authorized publication for members of the U.S. military services.

Contents of the Border Eagle are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force. The appearance of advertising in this publication, including

inserts or supplements, does not constitute endorsement by the Department of Defense, the Department of the Air Force or the Del Rio News-Herald of the products or services advertised.

Everything advertised in this publication shall be made available for purchase, use, or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation or any other nonmerit factor of the purchaser, user or patron.

Editorial content is edited, prepared and provided by the Public Affairs Office of the 47th Flying Training Wing. All photographs are Air Force photographs unless otherwise indicated.

Deadlines, Advertising

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 or sheila.johnston@laughlin.af.mil.

Call, from page 1

program for unit deployment managers, and solving the problem of uniform issue for short-notice deployments.

"We do this to try and make it better for the next group and check to see if what we did based on the last group's input was done right," said Col. Dan Woodward, 47th Flying Training Wing commander. "Just as we do every single day in terms of training pilots, we're trying to get better at what we do in the second part of our mission ... deploying expeditionary forces worldwide to fight and win America's wars."

The warrior call began with a lessons-learned session in which airmen discussed problems encountered in preparation for and during their deployments. Some of the concerns included improving travel arrangements, reducing equipment items not needed, and ensuring proper skill level of airmen at deployed locations.

The lessons will be consolidated into a report and forwarded to senior leadership here for review and action.

Tech. Sgt. Richard Crivens, a 47th Contracting Squadron member who recently returned from a deployment, said the wing leadership's effort to take action is outstanding.

"They're going above and beyond to exceed what is required," he said. "They're very customer-oriented and seem to have a genuine concern with problems in the [deployment] process and what they need to do to fix the process."

Suicide, from page 1

unit risk factor assessment.

Air Force leaders take a community approach in suicide prevention, encouraging every airman to take responsibility in reducing the number of suicides.

A key element of the program is to make a steady pipeline of suicide-prevention tools available for Air Force people at all levels. So far in 2004, the Air Force Medical Service has issued the 2004 Leader's Guide for Managing Personnel in Distress, which is geared to help commanders, first sergeants and other leaders recognize when their people are distressed and how to respond appropriately. It also

***"Just as we do every single day in terms of training pilots, we're trying to get better at what we do in the second part of our mission ... deploying expeditionary forces worldwide to fight and win America's wars."
- Col. Dan Woodward,
47th Flying Training Wing
commander***

Airman 1st Class Christopher Callan of the 47th FTW Chapel staff also returned recently from a deployment.

He said the warrior call was a good opportunity to get feedback from people who just returned so troops who are preparing to deploy may have an easier time and be better prepared logistically and mentally for what their deployment might entail.

Following the lessons-learned session, base members attended a formal ceremony to get a glimpse of what some Laughlin members experienced during their deployments.

Leading a session on insights from the front lines, Airman 1st Class Crystal Hargrove spoke about what she expected and experienced on her first deployment. A 47th FTW Command Post controller, Airman Hargrove said her duty lived up to her expectations with lots of work and potential danger.

"It was important to keep your composure in critical situations and not dwell on things that go wrong,"

helps commanders link their people to resources and get them help as soon as possible.

The guide presents information on 35 distressing situations, provides checklists detailing potential behaviors or signs reflective of the person's reaction to the distressing event and responses or resources the leaders may want to use in responding to the person's needs. The guide was widely distributed as a CD-ROM to every squadron commander and first sergeant in the Air Force. The guide can be viewed on the dot-mil-restricted Air Force Suicide Prevention Program Web site, <https://www.afms.mil/afsp>.

Other suicide-prevention tools include:

she said. "I had a positive experience overall."

Lt. Col. Michael Ericksen, 47th Mission Support Group deputy commander, also provided insight about his recent deployment. Serving as the deployed mission support group commander, his initial task was to deactivate the base. When the Army began a rest-and-recuperation leave program for soldiers, Colonel Ericksen had to rebuild the base he just helped tear down because it was used as a stopping point for the C-130s transporting soldiers back to the states.

"You must be mentally prepared for change during deployments," he said. "It is necessary to be flexible and adapt to change quickly."

During the session, Colonel Ericksen also presented a musical slide show that depicted a cross section of airmen working at his deployed location.

The warrior call was sponsored by Laughlin's Integrated Delivery System agencies. The Military Affairs Association sponsored a reception that followed.

Retired Air Force Maj. Gen. Gerald Prather also attended. General Prather, a Vietnam War veteran who lives in the local area, welcomed home the returning troops and emphasized the importance of their efforts in the war on terrorism.

"What you do is important to Laughlin, Del Rio and the country," he told the group. "This is a war to protect our land, our friends and our families. You're doing what's needed to get the job done to maintain our freedom."

■ "The Air Force Guide for Managing Suicidal Behavior: Strategies, Resources and Tools," an 88-page clinical guide designed to assist mental-health professionals in assessing and managing high-risk behavior.

■ The Air Force Suicide Prevention Web site, which is geared toward greatly improving access to suicide prevention information and materials.

■ The 2003 Community Suicide Prevention Briefing, a new multimedia briefing that includes slides and video.

■ The 2003 Leadership Suicide Prevention Briefing, a new multimedia briefing involving slides and video. This is geared toward wing, group and squadron commanders.

Newslines

Library closed

The Book Mark Library will be closed Monday through Thursday for carpet installation.

People should use the drop box located outside the library to return items.

For more information, call 298-5119.

Lost and found items at SFS

The 47th Security Forces Squadron has many found items in its lost-and-found box. Items include necklaces, rings, keys and purses. People missing items can call 298-5462 to find out if these items have been turned in.

TMO offices changes

The Traffic Management Office Personal Property Section will now focus entirely on counseling inbound and outbound personnel on personal property entitlements and quality assurance functions, while the actual scheduling of personal property shipments will be the responsibility of the Joint Personnel Property Shipping Office located in San Antonio.

TMO will coordinate the booking of shipments with JPPSO, but it is important people contact TMO as soon as possible to allow sufficient time to conduct personal property counseling and schedule the shipment. This is key to facilitate a smooth move.

To arrange for an appointment or for any questions, call 298-5388, 298-5389 or 298-5189.

College registration open

Registration for the spring term at Park University is open now until March 15. Late registration is open from March 15 through 22.

For more information, call Vikki Cunningham at 298-5593.

Center helps with taxes

The Laughlin Tax Center encourages everyone to get a head start on tax preparation.

People with an appointment with their squadron Volunteer Income Tax Assistance representative should bring all records with them, to include W-2s and 1099s.

For more information, call 298-4858.



Photo by Master Sgt. John E. Lasky

Moving history...

Staff Sgt. David Reyes prepares to ship a section of the Berlin Wall to Ramstein Air Base, Germany, recently where it will be displayed. Sergeant Reyes is a vehicle operator with the 435th Logistics Readiness Squadron at Ramstein.

It's your Future.
VOTE
for it!

Recruiting service unveils 'shrink-wrapped' buses

By Master Sgt. Scott Elliot
Air Force Print News

WASHINGTON – Air Force Recruiting Service officials rolled out their latest advertising campaign to senior leaders Feb. 19: two very colorful buses.

The vehicles are standard in every way, except they are covered with a shrink-wrap design rather than a traditional paint scheme. Each vehicle features the F/A-22 Raptor, several airmen and contact information for those interested in joining the Air Force.

Secretary of the Air Force Dr. James G. Roche and Air Force Chief of Staff Gen. John P. Jumper examined two 45-passenger buses belonging to the 11th Logistics Readiness Squadron at Bolling Air Force Base, D.C.

"They're very tastefully done," Secretary Roche said.

The vehicles will be based at four locations around the country for use during high-visibility missions. Four 45-passenger buses will operate out of Bolling AFB, carrying the Air Force Band, Drill Team and distinguished visitors. A van and a shuttle bus will support youth center and team athletic events at Randolph AFB. Three 45-passenger buses will support team,

band and NCAA athletic events at the U.S. Air Force Academy, Colo. One 45-passenger bus will support civic leader tours and other events at Nellis AFB, Nev.

Senior Airman Daruis Justice, a vehicle operations specialist at Bolling AFB, said the real excitement would come in taking the Air Force message on the road.

"The buses are designed for long distances and will show the American public across the country what we're all about, what we stand for," Airman Justice said. "It's a great opportunity for us and the Air Force."

This fleet of 10 "rolling billboards" will join the recruiting service's fleet of 35 shrink-wrapped sport utility vehicles.

It cost about \$10,000 to cover each bus, said Staff Sgt. Scott Campbell, noncommissioned officer in charge of public affairs for the 317th Recruiting Squadron. The recruiting service normally spends about \$5,000 to rent a single billboard for a few months of advertising.

The life expectancy of the shrink-wrap is about five years, Sergeant Campbell said.

"Once we get them done, it's basically free advertising for five years," said Tech. Sgt. Zenaida Long, a re-



Photo by Master Sgt. Gary Coppage

Air Force Chief of Staff Gen. John P. Jumper and Secretary of the Air Force Dr. James G. Roche inspect the new bus design scheme at the Pentagon Feb. 19. The new graphic design on the buses reflects the mission of the Air Force and demonstrates the diversity of careers in today's Air Force.

cruiter in Waldorf, Md. "It's all about the numbers and getting people to join the Air Force."

The shrink-wrap material covers all the windows, making the entire vehicle one continuous design. Perforations in the material allow passengers to see out through the design.

"We want the design to increase awareness of the Air Force to enhance recruiting and public support," Sergeant Campbell said. "Because the buses travel widely outside the military community, they expose the Air Force to a wider audience – they're billboards on wheels."

New civilian personnel system moves forward

By Donna Miles
American Forces Press Service

WASHINGTON – The Pentagon's personnel chief said he hopes to bring the first 300,000 civilian Defense Department employees under the new National Security Personnel System within the next six months.

The system, authorized by the fiscal 2004 National Defense Authorization Act, will introduce sweeping changes to the way the department hires, pays, promotes, disciplines and fires its civilian employees.

Progress in introducing the new system is continuing on all fronts, said David S. Chu, undersecretary of

defense for personnel and readiness, Feb. 19. For example, meetings between management and nine unions representing the department's 400,000 employees covered by bargaining units was slated for Thursday and today.

The new system will give the department "more flexibility" to manage its civilian work force while making civil service a more attractive career option, Mr. Chu said.

He noted that surveys of young Americans show high interest in military service, but not civil service.

"I would like to see us ... get to the point where they are as excited about the civil opportunities we have to offer as people are about the uniformed opportunities we have

to offer," he said.

Among the new system's incentives is a plan to reward top performers.

"Pay, which now is often driven largely by tenure and longevity, will be much more tied to what you contribute to the mission and the organization," Mr. Chu said.

In addition, the new system will open up opportunities often not available to civilian employees. When a new task comes down the pike the standard response is to establish a military task force or call on a contractor, Mr. Chu said.

"They don't say, 'Let's stand up a civil service unit,'" he said. "And there's something wrong with that."

The new system also will eliminate many current rules

that Mr. Chu said hamper effective personnel management. He said that under the current system, it takes too long to hire people – an average of three months. He added the current system also makes it hard to pay people properly or move them around.

"It's hard to reshape this force," he said.

Mr. Chu said DoD is "at the very beginnings" of implementing the NSPS, but is basing the transition on 25 years of proven experience.

More than 30,000 DoD civilians are participating in demonstration projects to test some of the new policies to be implemented departmentwide, he said. The oldest demonstration project, at the Naval

Air Weapons Station China Lake in California, began in the 1970s.

After the initial transition, he said most employees involved in the demonstration projects "are much more satisfied with their opportunities in the federal civil service than they were before."

In implementing the new system throughout DoD, Mr. Chu said planners "spent a lot of time looking at the lessons learned from those demonstration projects" and are incorporating the "best practices" into the system.

"So I think that as people look at a career or look at a substantial period of time in federal civil service, they are going to find this a more exciting choice," he said.

Chapel information



Catholic

- Monday - Friday* ● Mass, 12:05 p.m.
- Saturday* ● Mass, 5 p.m., Reconciliation, 4:15 p.m. or by appointment
- Sunday* ● Mass, 9:30 a.m., Religious Education, 11 a.m.
- Thursday* ● Choir: 6 p.m., Rite of Christian Initiation, 7:30 p.m.

Protestant

- Wednesday photo* ● Choir, 7 p.m.; Protestant Women of the Chapel Ladies' Bible Study, 9 a.m.
- Sunday* ● General worship, 11 a.m., Contemporary worship, 9 a.m. in the base theater

Chaplain Staff

- Wing chaplain:* Chap. (Lt. Col.) Joseph Lim, Roman Catholic
- Senior Protestant:* Chap. (Capt.) Terri Gast, Presbyterian Church, USA
- Protestant:* Chap. (Capt.) Alex Jack, Independent Christian Church
- Protestant:* Chap. (1st Lt.) Kenneth Fisher, Evangelical Church Alliance

For more information on other denominations, chapel events or services, call 298-5111. For information on special events, see the Community Calendar on page 16.

Former AETC commander says race relations no longer 'taboo'

By Airman 1st Class Sarah McDowell
325 Fighter Wing public affairs

TYNDALL AIR FORCE BASE, Fla. — A former commander of Air Education and Training Command said the Air Force has evolved over the years from a time when race relations were "taboo" to a time of equal opportunity for all members.

Retired Gen. Lloyd Newton made his remarks as keynote speaker at the Tyndall Air Force Base, Fla., African American History Month Luncheon Feb. 11.

"Whether we are talking about race relations or gender relations and so on, our Air Force is very different now, and I am very proud of it, because it has worked very hard at resolving these issues," the general said.

He also said he is proud to know he was involved in

how the policies, rules and regulations for these matters were shaped.

"We can't solve all the problems of the world, but we should be all about working on how we can make this a better Air Force tomorrow than it is today," he said.

General Newton said anyone can and should strive to be a role model for others.

"We tend to think of a role model as someone in the military who is in a very high position, but we have role models at all levels in our Air Force," he said. "It doesn't matter if you have been around for a short period of time or a long period of time. The length of time is not important. It is what you are doing with your life."

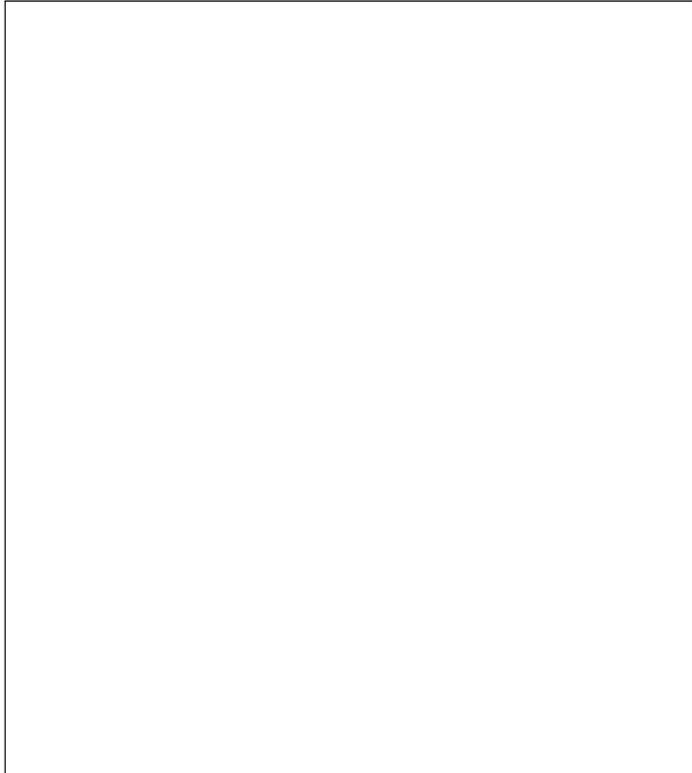
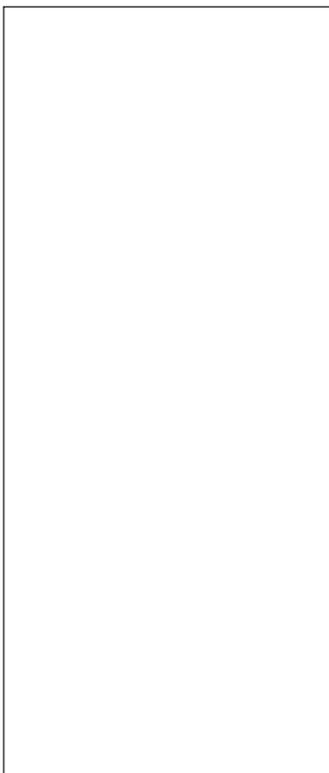
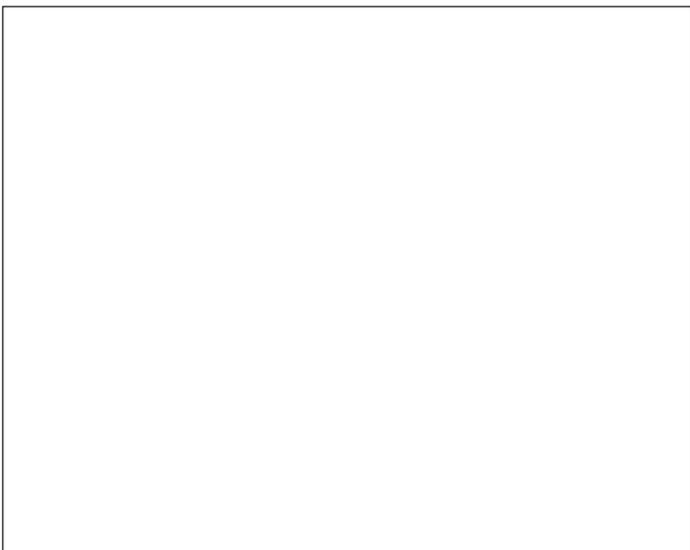
The general added the Air Force gives its airmen plenty of options for what they can do with their lives.

"The Air Force offers a whole spectrum of opportunities, realizing that each of

us as individuals will have different desires, goals and objectives," General Newton said. "The opportunities are knocking at the door, they are just waiting for someone to open it and take advantage of them."

General Newton earned his commission through the Tennessee State University ROTC program in 1966. During the Vietnam War, he flew 269 combat missions in the F-4D Phantom from Da Nang Air Base, South Vietnam, including 79 missions over North Vietnam.

The general was the first black pilot to fly with the Thunderbirds. During his 34-year career, he commanded three air wings and an air division, held numerous staff positions and served as the director of operations for the United States Special Operations Command. General Newton led Air Education and Training Command from March 1997 to August 2000.



Laughlin members may earn cash for IDEAs

By Airman 1st Class
Timothy J. Stein
Editor

Laughlin military and federal civilian employees can make money for streamlining processes and improving and increasing productivity and efficiency in their jobs through the Innovative Development Awareness Program.

"The IDEA program is an incentive program to recognize submitters for their approved ideas," said Tech. Sgt. Thomas Mayo, 47th Manpower management analyst and IDEA program manager. "Members can receive up to \$10,000 if their idea is approved."

The process is simple, said Sergeant Mayo. If someone sees a way to do their job cheaper, better or more efficiently, he can submit that idea.

The process to submit an IDEA isn't hard, said Sergeant Mayo.

Submitters should ensure the idea is clearly titled, clear, concise and factual. Each idea should contain a description of the current situation, proposed solution and the benefits or savings.

Submitters can log on to the Laughlin homepage and click on "IDEA." Doing so will take them to the automated system for all Air Force users. For members wishing to connect to the system from a home computer, a Web site is available at <https://ideas.randolph.af.mil/ipdswarn.html>. Submitters can also call Sergeant Mayo at 298-4355 for help with the process.

From there, a base evaluator will look at the idea and see if it can be implemented at the base level. If the evaluator can, then he has the authority to approve or disapprove the idea. If the base evaluator can't implement it at base level, the idea is sent to the major command for review. A ma-

major command evaluator will then take over and evaluate the idea.

The whole process can take a couple of weeks or up to six months, said Sergeant Mayo.

After an idea has been approved, it stays in the "IDEA pool" up to 18 months for other bases to see and adopt if applicable.

Rewards are based on a percentage of the first-year savings with a minimum of \$200 and a maximum of \$10,000.

Ideas can be submitted from within someone's job responsibility or outside someone's job responsibility.

So far this year, Laughlin has had two ideas approved, which has saved the base \$1,350.

Last year 31 of 36 ideas submitted were approved at Laughlin. Laughlin saved \$28,500, and \$9,481 in award money was given out.

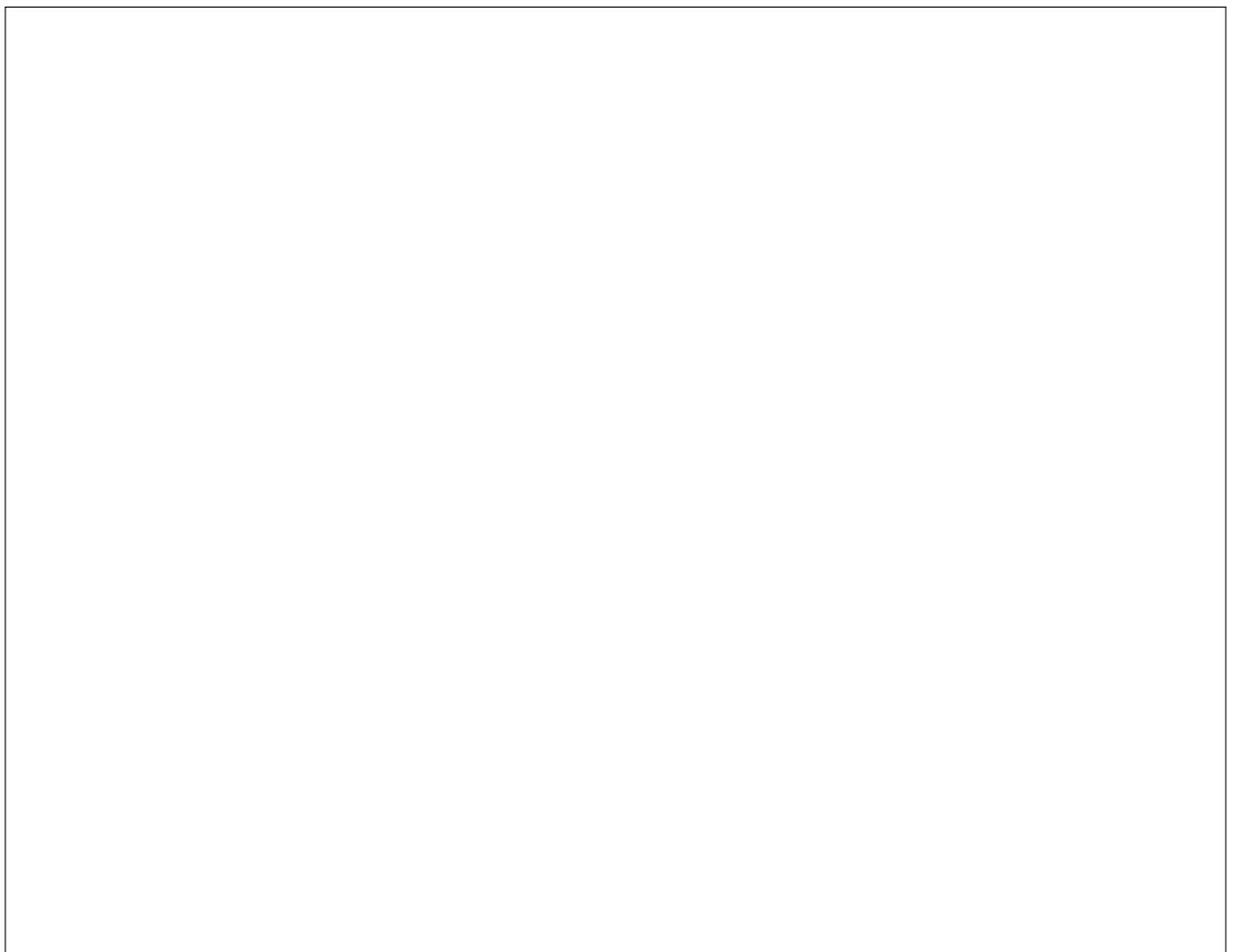
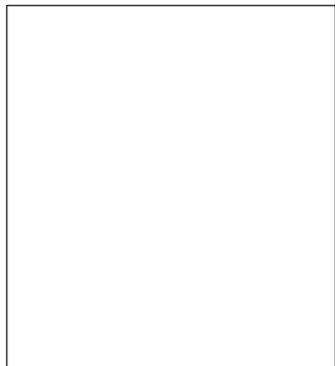
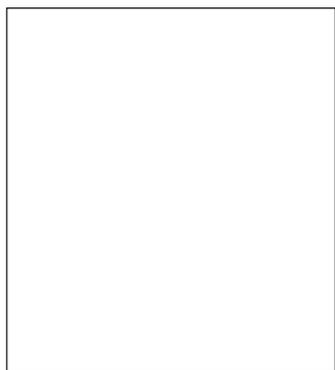
2002 was a big year for the IDEA

program at Laughlin. Twenty-two of 26 ideas were approved, saving Laughlin \$6,015,500.

Most of \$6 million was for one idea from the 87th Flying Training Squadron to help combat dropouts of graduated pilots during follow-on training.

Laughlin at the time had the highest drop-out rate of all pilot training bases during follow-on training. Members of the 87th noticed there was often a long wait between graduating here and starting the training. They came up with an idea to give the pilots simulator and flying time while they waited to leave. As a result, Laughlin went from having the worst drop-out rate to having the pass rates. The idea saved the Air Force around \$6 million.

For more information on the IDEA program, call Sergeant Mayo at 298-4355.



drnh filler

The *XLer*



Photo by Airman 1st Class Timothy J. Stein

1st Lt. Rudy Chavez
 84th Flying Training Squadron

Hometown: San Antonio
Family: Wife, 1st Lt. Lauren Chavez
Time at Laughlin: Three years
Time in service: Three years six months

Greatest accomplishment: Getting my wings
Hobbies: Watching independent films
Bad habit: None
Favorite movie: "Gattaca"

Favorite band: Pearl Jam
If you could spend one hour with any person, who would it be? My great grandfather

drnh filler

Command post acts as eyes, ears of commander

By Airman 1st Class
Olufemi A. Owolabi
Staff writer

On every military installation, the importance of the dissemination of timely and accurate information cannot be overemphasized.

It is, therefore, deemed necessary to have a base unit that is highly alert, ever vigilant and competent in consolidating and distributing classified and other important information.

The command post, which is responsible for alerting the commanders and the base populace of situations they need to respond to, is the ever-vigilant unit with certified controllers who work 24 hours a day, seven days a week throughout the year, said Master Sgt. Laura Hopkins, 47th Flying Training Wing command post superintendent.

The command post is a vital unit that aids in the smooth operation and mission accomplishment of the base.

Furthermore, Sergeant Hopkins said the command post is also the focal point for the chairman of the joint chiefs of staff to send emergency actions to wing commanders.

"The command post controllers are the wing commander's trusted agents who receive and process these messages; therefore, we expect a lot from a command post controller," she said.

Due to the sensitivity of information that passes through the command post, the controller has enormous responsibilities and has to be fully certified.

A controller's primary responsibility is emergency actions. Controllers also are

responsible for alerting wing commanders and the base populace of disaster preparedness, severe weather and other situations that need urgent reactions. Due to the nature of the job, controllers have to be ready 24 hours a day.

"There are other 24-hour work centers," said Sergeant Hopkins. "In those jobs there are certain degrees of freedom of movement. But in the command post, a controller cannot leave the console unless he is relieved by another certified controller."

Becoming certified is important due to the large amount of classified information entrusted to the controllers, said Sergeant Hopkins.

The certification of command post controllers starts in technical school at Keesler Air Force Base, Miss., where they obtain their initial security clearance. On arriving at their duty station, they also go through certification training. Then every month they have to take two exams with a minimum passing score of 90 percent.

Controllers also undergo exercise scenarios used to test their reactions to tough situations and unexpected occurrences, such as fatal automobile or aircraft fatalities, death of servicemembers or family members, and other emergencies.

"This job isn't for everybody because, in case of emergencies and in a situation where other people are nervous, we have to be calm and cool-minded, go through our checklists and be ready to notify the commander of the situation," said Airman 1st Class Crystal Hargrove, a 47th FTW command post emer-

gency action controller. "We draft reports in order to notify the higher headquarters of what's going on here and we also notify the wing commander, fire department and security forces depending on what the situation is."

She said young airmen may find it difficult to call the commander at 3 a.m., but the command post must be able to call the commander at anytime if there is any situation he needs to know about.

"While everybody is sleeping, we are up," Airman Hargrove said. "This is like being on call for 24 hours because you never know when something fatal might happen. So we have to be awake at night."

The command post, which is located in a controlled and secure area of the wing headquarters building, consists of the crisis action room, wing plans office and the command and control facility room.

"The wing command and control facility, which is basically another term for the command post, is the interface between the higher headquarters and the wing commander and his staff," said Jack Wallace, a retired master sergeant now the chief of wing plans and operations and the crisis action team coordinator.

In addition, Mr. Wallace said the command post also monitors all local events on behalf of the wing commander and provides a 24-hour notification system to him.

Therefore, he said each controller has to be mature and well-trained.

"They also have to be focused because their world is a checklist world," he said.



Photo by Airman 1st Class Olufemi Owolabi

Airman Ashley Shepard, a 47th Flying Training Wing command post controller, receives a phone call from her superintendent during an emergency scenario training exercise.

Laughlin controllers have been recognized worldwide for their expertise in very keen and critical situations, he said.

"Over the past five years here," said Mr. Wallace, "I have had the

opportunity to witness firsthand the skills and dedication of the command post controllers during very tough situations like major weather events and fatal accidents involving aircraft and vehicles."



Laughlin Salutes

SUPT Class 04-05 awards

Daedalian award:
2nd Lt. Kristin Lee

**Academic award, airlift/
tanker track:**
2nd Lt. Joshua Springman

**Academic award, fighter/
bomber track:**
2nd Lt. Jeremy Sorenson

**Flying training award,
Fighter/bomber track:**
2nd Lt. Christopher Hubbard

**Flying training award, Air-
lift/tanker track:**
2nd Lt. Joshua Springman

**Airlift/tanker Distin-
guished Graduates:**
2nd Lt. Zachary Richter and
2nd Lt. Ryan King

**Fighter/bomber Distin-
guished Graduate:**
2nd Lt. Christopher Hubbard

**Outstanding Officer of
Class 04-05:**
Capt. Monyca Byrne

**AETC Commander's Tro-
phy, airlift/tanker track:**
2nd Lt. Zachary Richter

**AETC Commander's
Trophy, fighter/bomber
track:**
2nd Lt. Christopher Hubbard

Need the latest Laughlin
information?
Call Laughlin's
Information Line
at 298-5201.



Air Force NASCAR revs up for new season

By Master Sgt.
Charles Ramey
Air Warfare Center Public
affairs

LAS VEGAS – The Air Force was represented in NASCAR's biggest event when the 2004 Nextel Cup season kicked off at the Daytona (Fla.) International Speedway on Feb. 15. With some of the fastest 2004 pre-season track test speeds, the Air Force-sponsored Wood Brothers Racing No. 21 NASCAR team is focused on victory in 2004.

After spending three months moving to a new home, working with a new crew chief and preparing for several new rules that accompany a new cup series, the Wood Brothers Racing team plans to deliver on the track.

"All the changes we've made over the past 53 years don't equal what we've done in the past four months," said Eddie Wood, who co-owns and manages the oldest continuously operating team in NASCAR along with his brother, Len Wood, and sister, Kim Hall. "We've moved our entire race shop from our home in Stewart, Va., to the Charlotte (N.C.) area and changed a lot of people around. We work extensively with Roush Racing and the move gives us a lot more access to Ford and Roush's engineers."

Besides changes in location, the team has a new leader in the pits with the addition of Ben Leslie, former crew chief for Roush Racing's No. 6 car, driven by Mark Martin.

"It's an honor to represent the Air Force," Mr. Leslie said during a recent track test at the Las Vegas Motor Speedway. "We have an incredible group of people who did a bunch of work in off season and it is paying off so far. Everyone is enthusiastic and dedicated and the mindset is exactly where

it needs to be. We're a team that's focused on doing the right things and making positive things happen this year for Wood Brothers, our supporters, and for Ricky (Rudd).

"Ricky is a top-notch driver and, with the talent and experience on this team, we feel like we owe it to everyone to deliver a car and support from the pits that will win at least one race and put us in the top 10 in points," Mr. Leslie said.

The crew has already delivered. Besides their Daytona qualifier, the team posted the fastest lap in the 2004 record book for preseason testing at the Daytona International Speedway in January. Driver Ricky Rudd piloted the No. 21 Motorcraft/Air Force Ford Taurus through a 47.753-second/188.470-mph lap. The run is actually faster than Greg Biffle's 47.774-second/188.355-mph 2004 Daytona 500 pole position lap by 0.021 seconds and 0.115 mph.

"We've got high expectations this year," Mr. Rudd said. "We had some good runs last year but we weren't as consistent as we needed to be. We identified early on what some of our weaknesses were and a lot of that came from the lack of the more aggressive technology coming into the sport. We were a step behind. It would be like the Air Force trying to develop the (F/A-22) Raptor without technical support from Lockheed, Boeing and Pratt and Whitney.

"Having Ben come onto our team has allowed us to take advantage of the new technology a little faster," Mr. Rudd said. "He's been working around it for so long in the Roush organization and knows what's available. He keeps us going and has done an excellent job over the winter of taking the group we had, reorganizing them and filling some empty spaces that resulted



Photo by Larry McTighe

The Air Force Ford-sponsored Wood Brothers No. 21 Ford Taurus, driven by Ricky Rudd, is shown here during a practice run Feb. 11. He was preparing for the Daytona 500 race, which was held in Las Vegas Feb. 15.

from the move."

Besides blending a new team together and working from a new home, the team has also been preparing for new challenges and changes in NASCAR.

"We're dealing with a new Aero package, softer tires and new points system this year," Len Wood said. "This changes strategies and situations tremendously. Drivers will need to get tires sooner, which will result in more leader swaps. NASCAR has also cut the rear spoiler down three-fourths of an inch, which changes the balance of the aero package tremendously.

"We're allowed so many tests per year and are doing a lot of them early due to these changes," Len Wood said. "Daytona was a wide open test, but going to Vegas al-

lowed us to get jump start for Rockingham (N.C.), Las Vegas and Atlanta races and see what the new tires and aero package are going to do."

The transition from NASCAR Winston Cup to NASCAR Nextel Cup has brought about changes in the championship points system. NASCAR will implement the 26-10 Rule where the top 10 drivers after the first 26 races of the season will compete in a 10-race shootout for the championship.

"Hopefully we can test enough early in the season to get us up into the top 10 going into the final 10 races," Len Wood said. "We have great people and wonderful support, so we're definitely going to step it up and do all we can to be in the final shootout."

"I commend Wood Brothers

for what they're doing," Mr. Rudd said. "They recognize where (the) sport is headed. Racing is becoming so technical at such a quick pace and has migrated to a pattern similar to Air Force maintenance. We have a crew chief, brake specialist, a shock specialist and engine tuners. I think everyone is going to see results on the racetrack.

"Sometimes people panic and make changes for the sake of making changes," Mr. Rudd said. "The changes to our team during the off season were thought through and calculated. Our goals are like everybody this time of year, a championship and to win races. Obviously, we'll take what we can get, but we're not going to settle. We'll shoot for every pole and every win we can get and see what we can do."