

GULF DEFENDER



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Tyndall Air Force Base, Fla. *Gulf Defender*

Aug. 16, 2002

In brief

Wing reorganization

The 325th Fighter Wing reorganization ceremony is at 2 p.m. today in Hangar 2. Team Tyndall members are encouraged to attend.

West Nile virus

The Tyndall Veterinary Treatment Facility has been participating in a surveillance program ever since the West Nile virus was first reported in Florida.

Wild birds found dead of unknown causes are submitted to the state lab for testing. Anyone finding a dead bird should contact the veterinary facility.

If the bird carcass is in good condition, wear gloves to retrieve the bird, double bag the specimen, contact the veterinary clinic and bring it to the clinic as soon as possible. People are reminded that the West Nile virus is transmitted by mosquitoes; it is not possible to contract the disease by direct contact with an animal that has it. For more information, call the veterinary clinic, 283-2434.

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● CSAF explains combat wing organization ... **Page 10**



2nd Lt. Albert Bosco

Eye on Ammo

Staff Sgt. Daniel Miller, a precision-guided munitions crew chief assigned to the 325th Maintenance Squadron, checks the proximity sensor on an Aim-9 Sidewinder missile. For more information on the "Ammo troops," see Page 8.

Gen. New shares his views with the base

MASTER SGT. ROB FULLER
325th Fighter Wing public affairs

Brig. Gen. Larry New, the 325th Fighter Wing commander, shared his vision and some of his top priorities in a recent *Gulf Defender* interview.

Q. What was your first reaction when you were informed that you would command the 325th Fighter Wing?

A. I was thrilled about the opportunity to come here, and very honored to be selected for command. That would apply to any command, but to come to Tyndall was a double thrill, because I've always enjoyed it here and I think it's a great mission with great people. It's just really an honor to be selected to be a part of the Checkertail Clan and Team Tyndall.

Q. How have recent assignments helped you prepare for this one?

A. I think the Air Force does a good job of giving people the background they need as they go through

their careers to make the next step. It's not just your last few assignments, it's your entire career that prepares you, one step at a time, to take on your next level of responsibility and your next level of command.

One step at a time, you gain some technical expertise in what you do, then you start leading and teaching other people about that technical expertise. As you gain more and more experience, it becomes broader after a certain point in your career. So you get more experience in leading people, managing and commanding, which expands from the squadron level to the group level to the wing level. I feel totally prepared for this as I think most people who are selected for wing command are totally prepared once they get to that point.

Q. The next couple of years promise to be challenging. What does your roadmap for the wing look like

● **SEE VIEWS PAGE 9**

More than 60 percent of E-4s pick up staff stripes

RANDOLPH AIR FORCE BASE, Texas (AFPN) — The Air Force has selected 19,448 of 30,880 eligible senior airmen for promotion to staff sergeant, a 62.98 percent selection rate.

The Air Force released the promotion list Wednesday and the complete list of selectees was posted to the Air Force Personnel Center's Web site today.

"This is great news for the Air Force," said Chief Master Sgt. Mark Billingsley, enlisted promotion and military testing branch

chief. "The message to our young airmen is that their hard work and tremendous sacrifice, particularly during this past year, is being rewarded. The Air Force believes in them and wants to capture their potential to serve as non-commissioned officers. It's very exciting to see these young professionals step up to the challenge of that next stripe."

People who tested are ex-

pected to receive their score notices by the end of August, allowing them to see just how their Promotion Fitness Examination and Specialty Knowledge Test scores rank

against those they are directly competing with for promotion within their Air Force Specialty Code. Individuals can also get an electronic copy of their score notice by clicking on 'vMPF' at

the AFPC Web site. The average score for those selected was 264.06 points based on the following averages: — 130.37 Enlisted Performance Reports — 54.16 PFE — 52.11 SKT — 15.63 time in grade — 10.79 time in service — .058 decorations.

The average selectee has 1.64 years time in grade and 4.35 years in service. Those selected will be promoted to staff sergeant from September to August 2003.

(Courtesy of AFPC News Service)

See Tyndall's complete list of staff sergeant selects on Page 13.

Great news abounds for Team Tyndall

BRIG. GEN. LARRY NEW

325th Fighter Wing commander



I'm very pleased to announce some GREAT news. Congratulations to the 249 Team Tyndall senior airmen who learned this

week they were selected for promotion to staff sergeant! While the Air Force-wide selection rate was 62.98 percent, Tyndall achieved a 67.9 percent. It's great to know so many of our young men and women will soon have the opportunity to become NCOs and share their knowledge and skills with those they train, supervise, mentor and lead toward a bright and challenging Air Force future. To see who has been selected, be sure to check out the list on Page 13.

Today is a big day for the Checkertail Clan as we officially reorganize and formally stand up the structure of the new combat wing organization at Tyndall AFB. Under the new combat wing, operations groups will focus on the basic mission — to fly, fight and win. Maintenance groups will focus on providing mission-capable weap-



“Today is a big day for the Checkertail Clan as we officially reorganize and formally stand up the structure of the new combat wing organization at Tyndall AFB. Under the new combat wing, operations groups will focus on the basic mission — to fly, fight and win.”

BRIG. GEN. LARRY NEW

325th Fighter Wing commander

ons systems and sortie production. Mission support groups will focus on rapid deployment, beddown and sustainment of our forces while continuing to support home base operations, and medical groups will focus on keeping us fit to fight. As you know, change isn't always easy. This change will require plenty of cooperation and teamwork to make it happen, but I am very confident that the 325th Fighter Wing is up to the task. After all, we remain intact as a team. This is the same team that proved its flexibility and support to Operation Noble Eagle after 9/11, and mobilized for NORAD to fly combat air patrols over eastern coastal cities and while training the world's premiere

air superiority team. That same team is presently laying the groundwork for the F-22's arrival at Tyndall, and won numerous command and Air Force level awards across the spectrum of wing activities. That same Checkertail Clan team will operate under the new combat wing structure, only designed better. A well-designed air force needs to be flexible for the future as well as fit for and ready to meet the demands of the present. The reorganization is a move that is best for the Air Force and is very similar to the organization that was in place between 1978 and 1991.

Recently, the *Gulf Defender* published a

●SEE COMBAT PAGE 4

F-15 ride sends writer in search of more airsick bags

TECH. SGT. DAN NEELY

325th Fighter Wing public affairs

(Editor's note: This article is the second in a two-part series. The series covers the author's view of his recent F-15 incentive flight with the 1st Fighter Squadron.)

Airman 1st Class Ben Rose, a crew chief, and my assigned pilot, Maj. Mike “Shooter” Brockey, are busy making sure I'm securely situated, fastened and belted down inside the jet. I must interject that if you have even a hint of claustrophobia, you should probably consider an incentive boat ride instead.

Next, the major lowers the canopy and fires up the engines. After running through a checklist of the flight controls and other systems Major Brockey returns a snappy salute from Airman Rose, releases the

brakes and WHOA, NELLIE!!!, we are taxiing.

Just a few dozen feet from the end of the runway, we park briefly to allow a 325th Operations Support Squadron end of runway team to do their job, essentially making sure our jet is completely armed up and buttoned up for takeoff.

As we taxi onto the runway, I look left and see Capt. Brian “Scooby” Dudas' jet lined up next to ours. Seconds later, both pilots ease off the brakes, shove the throttles forward and we blast down the runway, side-by-side in an apparent drag-racing two-ship formation. In a blink, the jet's twin afterburning Pratt & Whitney F100 engines help us slip the proverbial “surly bonds of earth” which, to an F-15, are not all that surly. Both pilots take turns maneuvering

over and under each other's jets to afford us an indescribably magnificent 360-degree view of a MiG's worst nightmare.

Moments later, the pilots have had just about enough of this ordinary straight-and-level business. They decide it's time to split up and go punch holes in their own part of the Florida Panhandle sky. Our part was about 10 air minutes north of Tyndall AFB over an area blessed with lush natural beauty — pine woodlands, swamps, alligators, chiggers and four-wheel-drive pickups — as far as the eye can see.

Next, Major Brockey gets our jet loosened up with a sampler of gigantic loops and wild aileron rolls. He then pushes up the throttle and puts the nose of our jet straight up into the sun until our airspeed slowly bleeds off, making me feel like a

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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 office of inspections, 283-4646. Calls concerning energy abuse should be referred to the energy hot line, 283-3995.

Larry D. New

BRIG. GEN. LARRY NEW

325th Fighter Wing commander

weightless space puppet.

Now plunging earthward, then rolling left at the bottom of our loop, I feel the first signs of high Gs. My G-suit automatically inflates, squeezing the blood from my legs up toward my head to keep the blood where it's needed to keep me from blacking out. It's also my cue to begin the mandatory “G-strain” maneuver to supplement the G-suit action. G-straining basically requires you to tense up every muscle in your body, from toe muscles to cranium muscles, in an attempt to keep your blood way up North.

Alarming, the combination of G forces and G-strains causes me to instinctively shout out intelligent phrases like “OH ... MY ... GAAAARRRRRGGHHHH!!!”

When my senses return, I wonder how

●SEE FLIGHT PAGE 9

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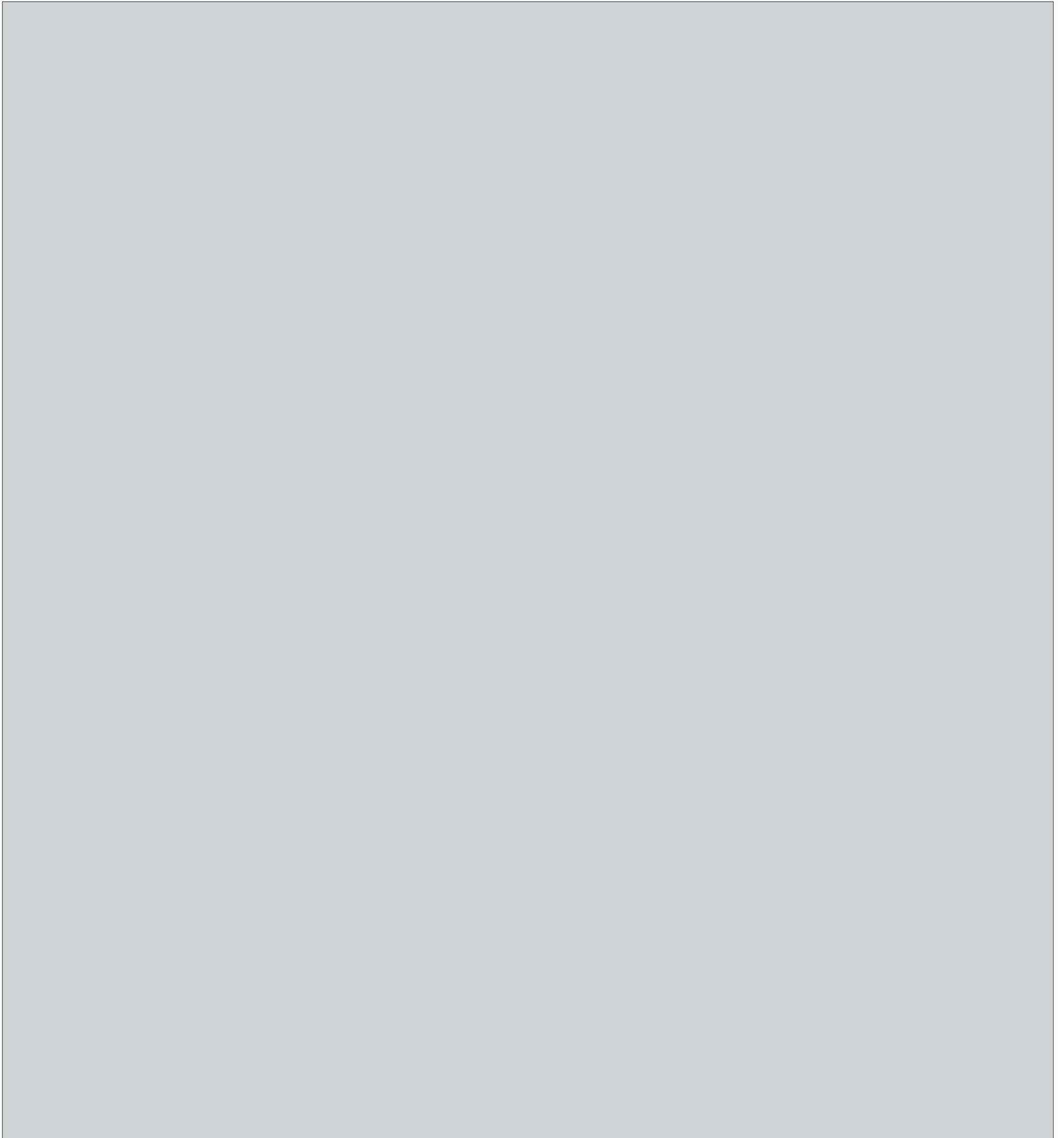
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The deadline for article submissions to the *Gulf Defender* is 4 p.m. Friday, prior to the week of publication unless otherwise noted. Articles must be typed and double-spaced, preferably on a 3.5-inch disc. Stories should be submitted directly to the public affairs office, Building 662, Room 129 or mailed to: 325 FW/PAI, 445 Suwannee Ave., Tyndall AFB, FL, 32403-5425 or emailed to editor@tyndall.af.mil. Public affairs staff members edit all material for accuracy, brevity, clarity, conformity to regulations and journalistic style. The delivery of the *Gulf Defender* to Tyndall base housing sections is provided by the *Panama City News Herald*.

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● FROM COMBAT PAGE 2

story about good sponsorship. Norm Herrin, a Tyndall civilian, found out just how meaningful sponsorship is when four officers from the Japanese Air Self-Defense Force, who were stationed here as exchange instructors at the 325th Air Control Squadron, told the story of his friendship and assistance to the JASDF chief of staff. The four-star general then invited Norm and his wife to accept a plaque and certificate from him in Tokyo, where he presented it and sat down for coffee for nearly an hour. Norm, keep up the great work, you are a great example for all of us to follow!

Unfortunately, I need to direct your attention to a cause of concern. We recently had two mishaps on our flightline area, one of which resulted in injury, and both of which could have been much worse. Bottom line — we don't want a third.

In light of these mishaps, I sat down with our group commanders and safety officials, and I decided that today we as a wing need to set aside time to refocus on all our procedures. We all need to take this time to complete a bottom-up review — beginning with individual responsibilities and supervisors at the work center levels and continuing up through the group level. We should not only look at what we are doing, but how we are doing it.

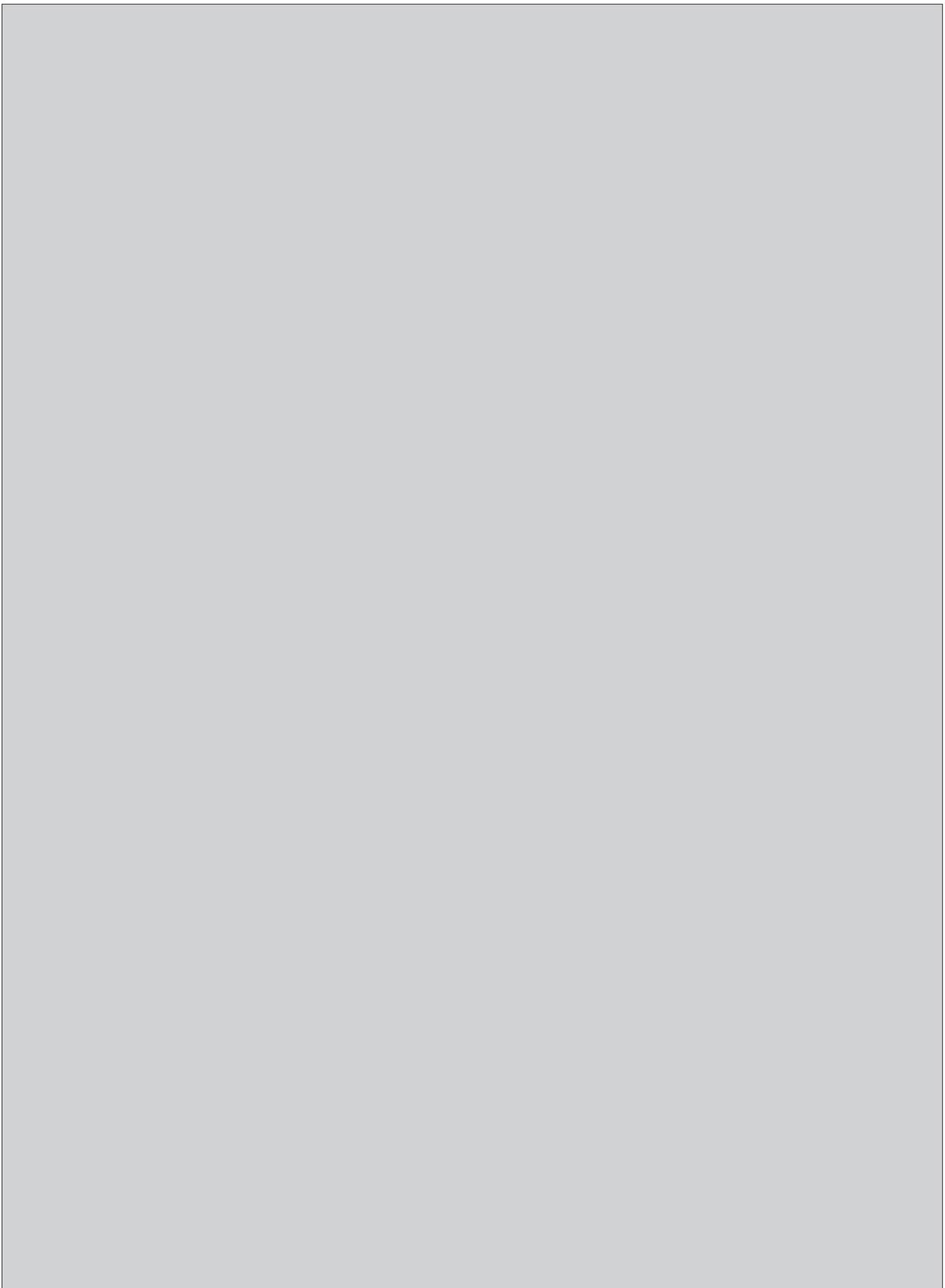
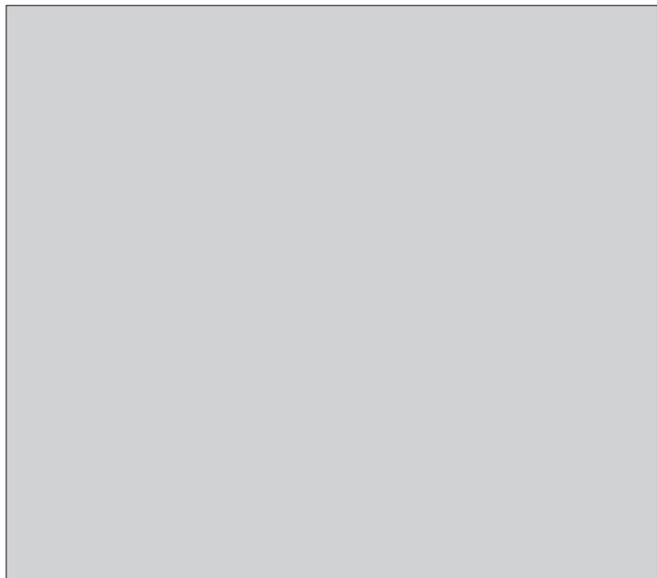
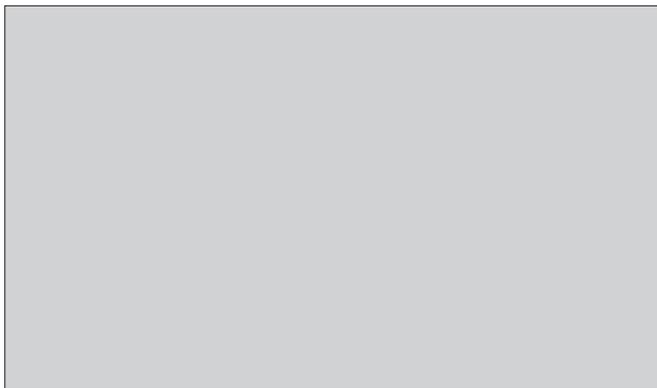
In keeping with operational risk management, we must look at our tasks and ask ourselves, what are the potential safety risks or hazards, and how can we control or eliminate them? Are factors such as inadequate training, supervision or work schedules creating hazards within your work center or duty section? These recent mishaps require our immediate and continued focus.

There's yet another big cause for concern in the safety arena — motorcycle safety. Gen. Donald Cook, commander of Air Education and Training Command, has noted that recent motorcycle mishaps and resulting fatalities are alarm-

ing and require immediate attention by commanders and motorcycle owners. As a result of the recent trend in motorcycle accidents, he has directed that commanders at all levels, safety personnel and motorcycle owners make motorcycle operations a special focus area. As of June this fiscal year, 16 fatalities have occurred, compared to five during the same period in Fiscal 2001. Closer to home, AETC suffered four motorcycle fatalities to date, compared to three for all of Fiscal 2001. As General Cook stated, "we must, and will, do more to prevent this loss of life." In light of

these grim statistics, the general is directing a new initiative in which commanders help riders share information on safety and hazards, and be better equipped to ride safely.

I strongly urge you to take these safety cautions very seriously and make the most of them for the benefit of our greatest asset, the men and women of the 325th Fighter Wing. For more information about these programs, please contact your unit safety representative. Thank you for doing your part to ensure we are successful in this overall effort — for safety's sake. Have a great week!



Safety essential to mission completion

BRIG. GEN. LARRY NEW
325th Fighter Wing commander

In light of some disturbing mishaps over the past few weeks, where Team Tyndall fortunately averted disaster, it is imperative that everyone takes a step back to analyze what is happening and how it is happening.

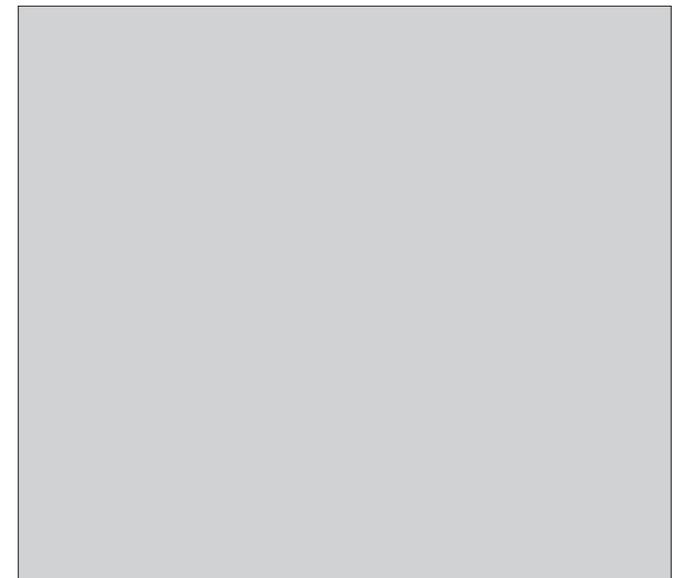
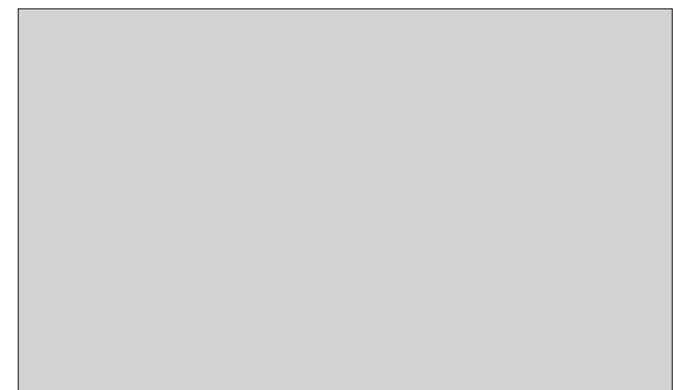
That is the purpose of having today's wing safety day. Everyone who is entrusted to defend this nation is keenly aware of mission accomplishment. Attempting to cut corners or expedite daily tasks can put not only the mission in jeopardy, but more importantly, jeopardize our most valuable assets—our own people.

In this business, change is ever present. Change creates unwanted turbulence and chaos in daily routines, and often results

in mishaps. When change is encountered, it is imperative that everyone adheres to the procedures we have been trained to follow. Each step in the procedure has been tried and tested, and many are a result of prior lessons. It has been said on numerous occasions, "slow down to speed up." Ask yourself if you are doing each task the procedural and safest way, or the easiest way?

Safety is everyone's responsibility. If you see something that doesn't look right, question it. If it can go wrong, chances are it will. Two weeks ago, my crew chief delayed my taxi to investigate flight control positions that didn't look right to him. Although he apologized, I commended him for doing exactly the right thing. There is always

●SEE SAFETY PAGE 15



F-22 Raptor: Bringing stealth into the light of day

MASTER SGT. ROB FULLER

325th Fighter Wing public affairs

(Editor's note: This is the first of a four-part series on the unique characteristics of the F-22 Raptor; stealth, supercruise, maneuverability and integrated avionics)

Wouldn't it be great if Air Force pilots could just push a button and trigger a cloaking device that hides them and their aircraft from sight and radar contact? Stealth in the 21st century is close, especially on the F-22 Raptor, but a full-blown disappearing act might be a millennium or two away.

Stealth is something engineered into a jet at the design beginning. It just can't be

bought and placed on an established aircraft. The F-22 represents this revolutionary design process. The low-observable technology used on the Raptor applies the latest stealth technology without compromising aerodynamic performance.

"Low-observable is synonymous with stealth," said Master Sgt. Tom Pfister, 325th Fighter Wing F-22 Integration Office aircraft structures manager. "Low-observable is the combination of reducing angles on the aircraft and coating panel seams with a specialized paint. Together these reduce an enemy's radar cross-section of the F-22."

Making an aircraft stealthy

requires special attention be placed on the shape and angle of all external surfaces. It also means that weapons and fuel must be carried internally, which requires an aircraft with greater volume than a conventional aircraft capable of the same performance.

"For instance on an F-15, any external stores such as weapons or fuel tanks provide surfaces for radar to reflect off of," said Sergeant Pfister. "That's why the F-22 carries everything internally."

Stealth is not a new concept. The F-117 Nighthawk design played a key role in developing the stealth characteristics of the F-22. However, one difference

between the F-117 and the F-22 is that radar-absorbent material is not applied to an entire Raptor. Instead it's primarily found on edges, cavities and some surface areas. The capability to maintain the stealth of the aircraft and ensure a place to do it is key to preparing for the F-22 arrival to Tyndall in 2003.

"We incorporated the low-observable and composite repair into one facility here at Tyndall," said Sergeant Pfister, "making it a one-stop shop and eliminating the need for a separate paint barn." The composite repair is the restoration of the structural integrity, strength and shape of the aircraft component, said Sergeant Pfister.

The low-observable/composite repair facility is located on the operations side of the base near the control tower and should be completed in early 2003.

Maintaining the 'stealth health' of Raptors is the top priority for folks like Sergeant Pfister, but another group of people has a very relevant opinion about the importance of stealth too—the pilots.

"Having a stealthy aircraft makes me difficult to detect, and will increase my 'first shot, first kill' advantage over all other fighter aircraft in the world," said Maj. Jeff Bakken, 325th FW F-22 Integration Office

●SEE F-22 PAGE 7

Checkertail Salute



Lisa Carroll

Sergeant Harrold is awarded the first Checkertail Salute Warrior of the Week award by Brig. Gen. Larry New, 325th Fighter Wing commander.

The Checkertail Clan salutes Sergeant Harrold who personally assured departmental compliance with federal, state and military regulatory agencies resulting in certification by the Food and Drug Administration and the American College of Radiology for mammographic procedures.

Master Sgt. Craig Harrold

Duty title: Diagnostic imaging (radiology) noncommissioned officer in charge

Time on station: 6 years

Time in service: 15 years

Hometown: Decatur, Ind.

Hobbies: Formula one racing fanatic, basketball, running

Goals: To raise my children to become responsible, caring and productive members of society.

Favorite thing about Tyndall: Beautiful weather and beaches, mild winters

Pet peeves: People who complain instead of taking action and getting results

Favorite book: "The O'Reilly Factor"

Favorite movie: "Meet Joe Black"

● **FROM F-22 PAGE 6**

chief of operations. "It will also give me an advantage if I choose to deliver air to ground weapons. The enemy's surface to air defenses will have a very difficult time detecting me, which will increase a pilot's survivability."

The revolutionary blend of stealth, supercruise, integrated avionics and maneuverability, provides a tremendous air-to-air capability to the pilot.

"All those factors, when combined, form a lethal fighting machine," said

Major Bakken. "The F-22 will offer all these components, and when you throw in stealth, the enemy will never know what hit them. The F-22 will be the tip of the spear in the "Kick down the door" force to achieve air superiority over the enemy."

"The F-22 will enable the world's premier air and space force to deliver air dominance in any threat environment for decades," said Gen. John Jumper, Chief of Staff of the U.S. Air Force, in a recent interview.

Thinking of getting out?

THINK AGAIN!

Make sure you've got all the facts first! Contact **Chief Master Sgt. Ron Georgia**, 325th Fighter Wing career assistance adviser, at **283-2222** for information on your career and its future.

Debt management solutions. Call Michael Coyle at 283-4204 for an appointment.

325th MXS Munitions Flight:

'Ammo' fuses technology, safety for mission success

2ND LT. ALBERT BOSCO
325th Fighter Wing public affairs

The men and women of the 325th Maintenance Squadron Munitions Flight take their job seriously, and for good reason. The munitions flight is responsible for every piece of ordnance coming to Tyndall, leaving Tyndall, or just moving from one location to another on Tyndall. Not only are they responsible for bombs and missiles, but also everything else that goes "bang."

The munitions flight is basically the supply squadron for explosives, although they wear many hats. They not only support the flying mission at Tyndall directly, but support other agencies as well. In fact, the arms of the munitions flight are far-reaching.

"We are the supply point for 45 agencies including Naval Coastal System Station's dive and salvage training, Air Force units at Naval Air Station,



Photos by 2nd Lt. Albert Bosco

hazardous substance, a great deal of care is taken to ensure everything is done safely and properly. Trucks don't just show up with bombs while a forklift driver moves them into a warehouse for storage. There are several "points" at which the munitions must be scrutinized before they are even stored.

There are several facilities associated with the munitions flight, such as control, inspection and maintenance, and missile testing and storage. The control section, or operations section, is responsible for making sure the flightline and other organizations have the munitions they need to carry out their mission. "Our primary focus is to provide the pilots with a realistic training

environment by providing training missiles, chaff and flare," said Senior Master Sgt. Dan Chaney, munitions flight superintendent. "What we do allows pilots the opportunity to see what it's like to fly an aircraft and fight with weight on the wings," said Capt. Suzanne McLaughlin, munitions flight commander.

Before any munition can be stored, it must be inspected for damage or missing parts. If everything is all right, vital information, such as the shelf life, must be recorded.

"Shelf life is an important factor because we need to make sure weapons

"Expose the minimum number of people to the minimum amount of explosives for the minimum amount of time."

—'AMMO' CARDINAL RULE

are maintained and used before they expire. This helps the Air Force save money," said Tech. Sgt. Steven Daniels, munitions inspection chief. "We have software that lets us know two years ahead of time if an expiration date is approaching and we can make it a priority. Other units can request 'old' munitions to help us use it if they need it." Once the inspection is completed, the ordnance is categorized by its hazard class and stored accordingly.

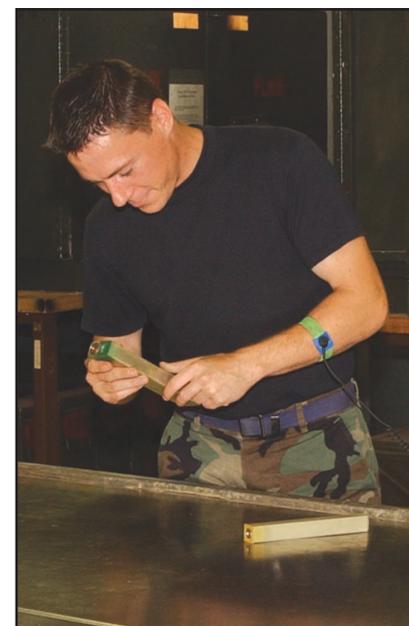
Similarly, missiles undergo the same treatment as any other explosive device; however, even greater care must be taken to prevent mishaps. At the missile testing facility, technicians are responsible for assuring all missile systems are working properly, such as guidance, missile tone, seeker and motor.

"Safety is a big factor for us, because not taking precautions can lead to a mistake that will arm and launch a missile," said Staff Sgt. Daniel Miller, precision-guided munitions crew chief. Some of the hazards associated with working around missiles include lifting hazards and static electricity. Though missiles aren't that big, they weigh between 191 to 510 pounds, so it takes more than one person to handle them properly.

Apart from the lifting hazards, static electricity can pose a serious threat because the missile's guidance, targeting and arming systems are electronic. For this reason, any time a missile is in the test bay, it is grounded to the frame of the building to prevent static electricity from generating sparks.

Munitions are stored in "igloos" which are constructed with concrete walls 3 feet thick or more. Covering the "igloos" is an additional 24 inches of dirt. The

three missiles handled at the test facility are the AIM-7 "Sparrow," AIM-9M "Sidewinder" and AIM-120 "AMRAAM."



With a grounding strip attached to his forearm to prevent static hazards, Airman 1st Class Donald Ellis inspects an F-15 flare.

The logic behind the design is such that if there is an explosion the debris will blow out from the roof rather than all sides, resulting in less damage. Since fumes are present in the "igloos," a ventilation system is incorporated that allows air to move freely. If a fire erupts in an "igloo," there are automatic fuse-type devices that close the vents, allowing the fire to extinguish itself by depleting the oxygen supply.

Aside from the structural considerations of the "igloos," location is equally important. Munitions are stored according to their class, making proximity to other buildings a factor.

The flight never sits still, and as a matter of fact, has several projects in the works to ensure the flight can continue to offer outstanding service. The additions to the flight include a new operations building, which is currently being constructed, and three additional buildings over the next five years. The flight will also beef up its manpower with about 40 new personnel. The missile test facility is also making changes as it eagerly awaits the arrival of one of the Air Force's newest weapons, the AIM-9X missile. It has a steerable rocket motor and an advanced avionics system that will allow it to track targets more precisely.

While change is happening and affecting everyone at Tyndall, the men and women of the munitions flight continue to enjoy what they do. Nonetheless, safety is always on their minds.



Airman 1st Class Scott Fitchett works on one of many AIM-9 Sidewinder missiles inside a maintenance facility.

Pensacola, and the Air Force Research Laboratory at Tyndall, among others," said Tech. Sgt. James Reagh, munitions storage NCOIC. "We carry everything from bombs, missiles and torpedoes to explosive charges for aircraft ejection seats and canopies and the bullets used by security forces. We are also a courtesy storage site for Maxwell Air Force Base and support local law enforcement by providing an explosive quarantine for pending investigations."

While the role of an ammo unit may be similar to a supply unit, there is much more to it than merely checking numbers off a sheet of paper. As with any

● **FROM VIEWS PAGE 1**

in terms of short and long-term goals for successfully facing each of these challenges?

A. My roadmap, guiding light or beacon is the wing mission. There are a couple of factors that make up accomplishing the wing mission. One is the actual execution of it, and the other is ensuring the long-term health of the organization. In order to accomplish mission success, it is imperative to maintain the long-term health of our equipment, infrastructure, and our most important asset and the one we need to pay the most attention to—our people. We have to be concerned about their training, their development, their safety and mentoring. This will ensure they are achieving the quality of life that makes them motivated to stay in and keep contributing to the Air Force.

Q. What are your thoughts about the challenge of bedding down the F-22?

A. I think if you went to any military service, especially any air force in the world, bar none, they would tell you the United States Air Force is the best in the world. A key part of our Air Force is air superiority. Air superiority is the enabler for all military activities. At Tyndall, we build the foundation for air superiority, providing the critical skills and training it requires. We have done that for many years with the F-15, F-15 maintainers and flyers, with the air battle managers, air traffic controllers and intelli-

The Air Force tends to recruit individuals very well, but we retain families. If we don't dedicate time and resources to their needs, we neglect a key part of our mission support system. We need to be very cognizant of family support and look for every way to make our family support the best around—it already is in a lot of cases.

gence officers. That's the foundation we will build upon as we transition to the F-22. We will also continue to build upon Tyndall's legacy of excellence. Doing this requires a collective and sustained team effort.

Q. People here often refer to the strong bond between Tyndall and the Bay County communities. How do you plan to continue, and even strengthen that bond?

A. We enjoy a strong bond between Bay County and Tyndall AFB. Our community partners are very strong supporters of Tyndall AFB, its people and its mission. I like the relationship our military has with our civilian communities and look forward to the opportunity to build upon it.

I think the Bay County area is one of the strongest and most supportive community-partners in the entire Air Force. I want to nurture that relationship and have fun along the way. Also, I will continue to encourage our people to get involved and make a difference in the community.

Q. What are some quality-of-life or 'people' issues you would like to address while here?

A. I think the base is well down the road in addressing some quality-of-life issues that have been set in motion already. There is new construction going up around the base, new facilities, and we have a game plan to upgrade some facilities to make them a better place to work. I'm very excited about the \$15 million housing project that should start in 2005, if not sooner. It will replace some of our 50-year-old houses and bring them up to community living standards. That will be a big benefit for our people. I also plan to concentrate on our families and their quality of life.

The Air Force tends to recruit individuals very well, but we retain families. If we don't dedicate time and resources to their needs, we neglect a key part of our mission support system. We need to be very cognizant of family support and look for every way to make our family support the best around—it already is in a lot of cases. The child development center has a very impressive program. Some of our recreational facilities and services programs are second to none. I want to keep those kinds of quality-

of-life programs strong and look for opportunities to improve them.

Q. What are some of your professional and personal goals you would like to achieve here?

A. As I told the chiefs, first sergeants and Top Three, personal and professional development are important Air Force values. I think seeking further education is critical, but it's also important to seek professional development in terms of schools, and seek ways to learn about our Air Force heritage and culture. One of the things I intend to do is tackle the Air Force Chief of Staff's new suggested reading list and keep making myself a better Air Force member. We cannot become complacent or stagnant in our learning, it is a continual process and vital to mission success.

Q. Anything you would like to add?

A. A lot of people don't realize that Tyndall AFB, being a training base, is still a force provider for our Expeditionary Air Force. For example, we have about 150 people deployed right now from Tyndall. Being a force provider is a very important role we play. I take that role very seriously. I've already talked to Maj. Gen. Sandstrom, the 19th Air Force commander, about some ways I think we can contribute better to the Expeditionary Air Force. But I want to accomplish this with less impact on Tyndall, because we still have to maintain our training mission here while being that force provider.

● **FROM FLIGHT PAGE 2**

in the world fighter pilots can wrassle Mr. Gravity, yet still concentrate on turning one or more enemy jets into a big pile o' smoking metal.

Once our jet levels off, I feel downright cocky that I have weathered this apparently hi-G maneuver — until the major announces, "That was, oh, maybe 3 Gs." To put this in perspective, 3 Gs barely exceeds the toddler-favorite "Magic Teacups" ride at Disney World.

But then the real Gs arrive in earnest. To compensate, I do the G-strain a bit too aggressively, as I can literally see the veins in my own eyeballs. The jet's wings are literally bending as if made of Tupperware and the whole thing is shaking and vibrating and I am hearing voices in my head laughing at me, going "HA HA HAAAAA!!", and my vision suddenly changes to SIAMESE

CAT-EYE VISION, and I am thinking, oh boy, maybe I should have joined the Merchant Marines, I am way out of my league here.

Then, mercifully, the major levels off. Somehow I remain awake and alert, especially when he announces "OK, the jet's yours." In pilot language he is not offering to let me load this baby on a trailer and tow it home to show the kids and make the neighbors jealous. Instead he wants me to actually FLY the thing.

At several miles altitude in a \$40-million jet, this kind of freedom seems an intimidating responsibility. It seems eerily close to a nightmare I had once involving a United Airlines 747 crew suddenly getting sick on a bad can of Spaghetti Os, then informing me over the cabin intercom that I would have to land the thing on a sidewalk between two elementary schools. So, despite knowing the major can easily retake the

controls in a split second, I hesitate to do anything more than a conservative mix of aileron rolls, and crazy turns that would get me booed out of a kindergarten air show.

Well, because this article is getting way too long, I'll have to fast forward to landing time. But before I fast forward too far, I'll answer the inquisitive reader's obvious question. "Did you spew?"

Amazingly, I never noticed any queasiness in the first 30 minutes of my hour-long flight, never during any of the wild aerial action. But, ironically, while enjoying the brief, straight-and-level sightseeing tour off Panama City Beach, suddenly and without

warning, my stomach decides to pull the golden handles and eject from my body.

The major keeps asking, "How ya doin' back there? You OK?" For the last 20 minutes of the flight, my only responses are "GOOORRRPHH, sir, I'm doing just GOOOOOOORRRPHH!!!"

When it is all over, and we are safely parked in our parking spot with canopy open, the first thing that hits me is discovering my flightsuit is soaked as if I had spent the afternoon body surfing. I soon realize it is all the sweat that my body synthesized from the original 11 gallons of water I was encouraged to consume. Plus, I feel as if I had low-crawled the

entire Boston Marathon.

No matter the physiological drawbacks of the final stages of my flight, I can definitely say I have a better understanding of the F-15's air superiority mission and capabilities—a key purpose of the incentive flight program. One thing for certain: It was the most fun I've ever experienced getting sick, and of course I'd do it again if I ever had the chance. There really are no words that come close to describing the beauty and majesty of the entire flight, so I haven't tried. Let me just say this, if you ever win the same opportunity, and I hope you do, don't do as I did. Try to keep your wits intact — and hydrate, hydrate, hydrate!

Once our jet levels off, I feel downright cocky that I have weathered this apparently hi-G maneuver — until the major announces, "That was, oh, maybe 3 Gs." To put this in perspective, 3 Gs barely exceeds the toddler-favorite "Magic Teacups" ride at Disney World.

CSAF explains combat wing organization

TECH. SGT. SCOTT ELLIOTT
Air Force Print News

WASHINGTON — The combat wing organization is critical to both the service's expeditionary mind-set and to individual career progression, the service's senior officer said.

Chief of Staff of the Air Force Gen. John Jumper talked about the combat wing organization and several other topics recently.

In the current wing organization, maintenance functions and personnel are "owned" by operational unit commanders. Under the new plan, maintainers will work for maintainers and form a pure maintenance group under one commander while sustaining their close relationship with operations.

Units have until Sept. 30, 2003, to make the change.

"Right now, if you're a maintainer, you look up to the head of your leadership, and it's the operations group commander," General Jumper said. "Chances are, you can never be that person.

"I want maintainers to be able to have a career progression that leads them to the head of a maintenance organization, and I want them to be as experienced at maintaining airplanes as operations group commanders (are) at flying airplanes," General Jumper said.

According to General Jumper, the idea of maintainers being commanded by maintainers is not new to the Air Force.

"From 1978 to 1991 we had

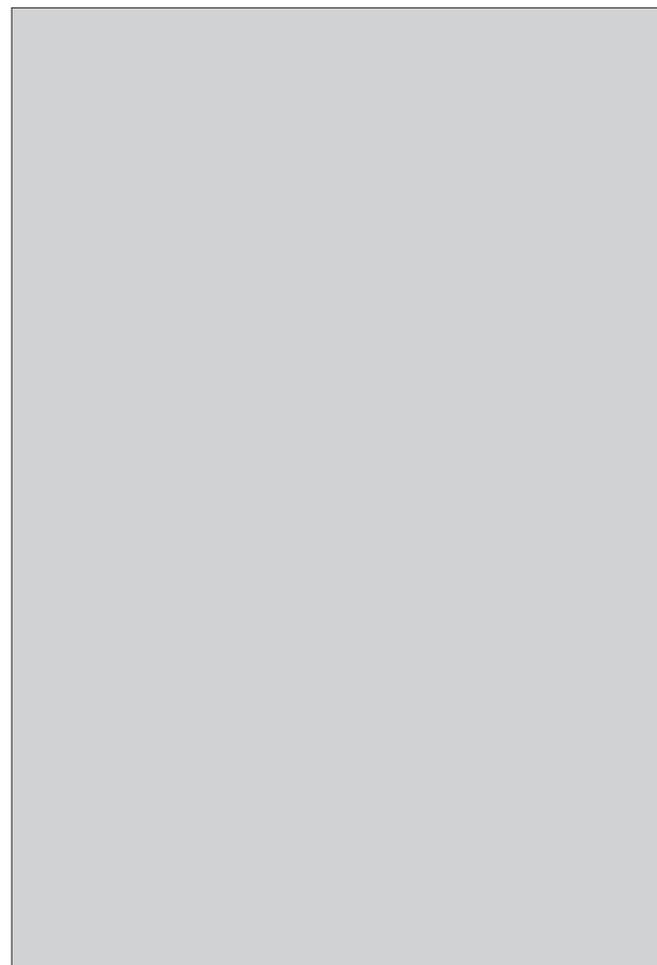
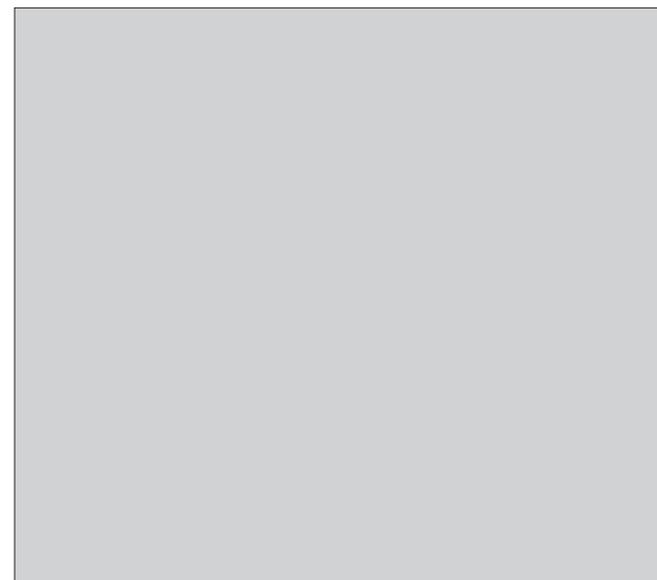
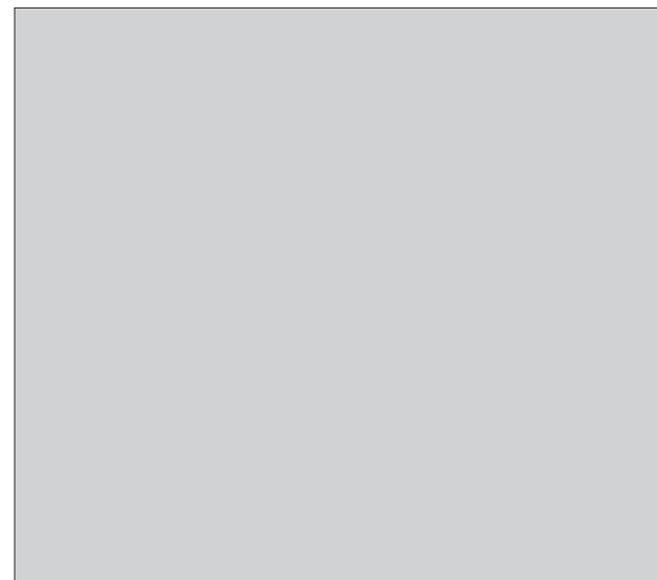
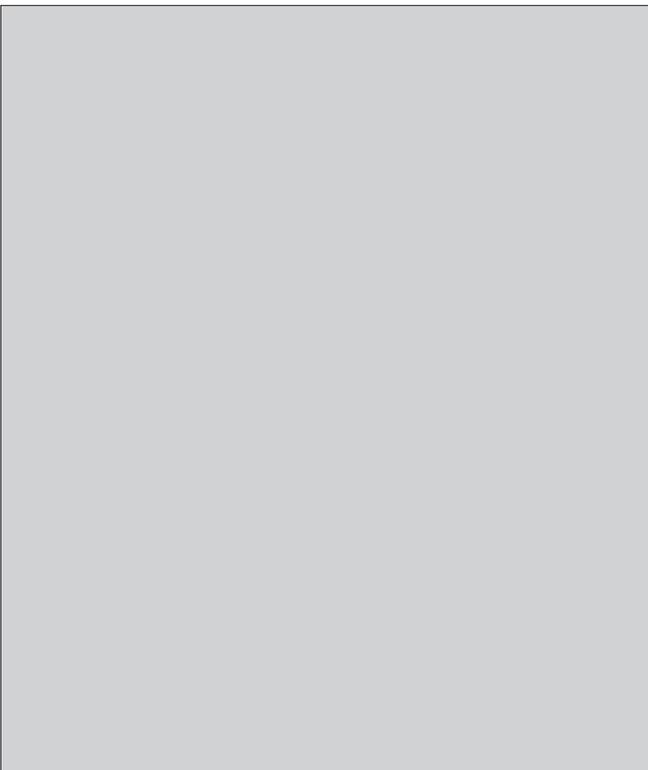
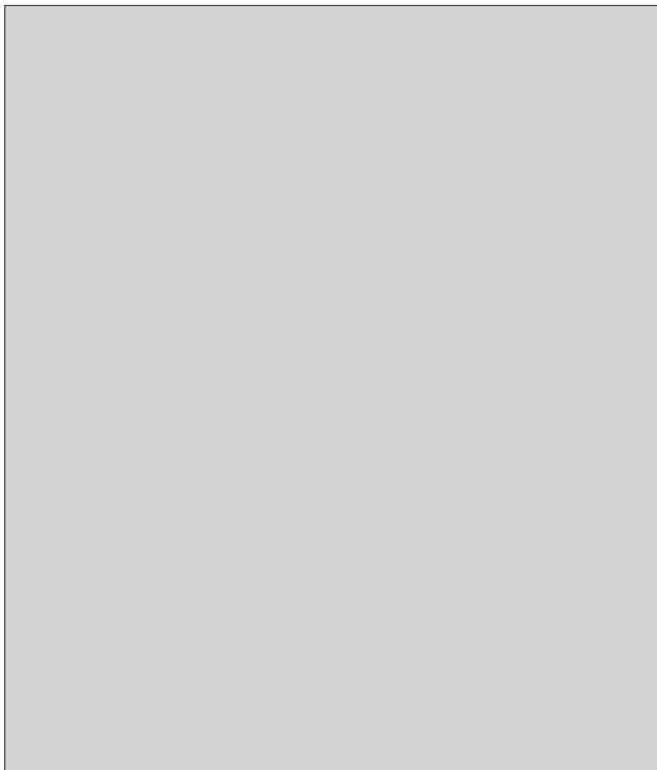
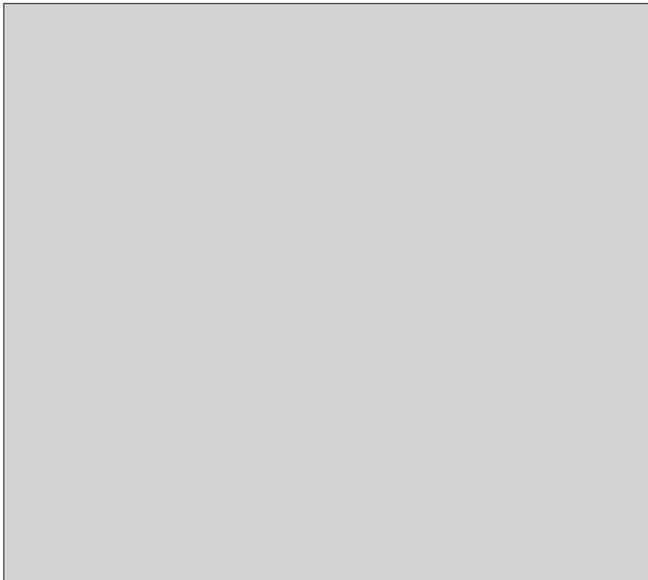
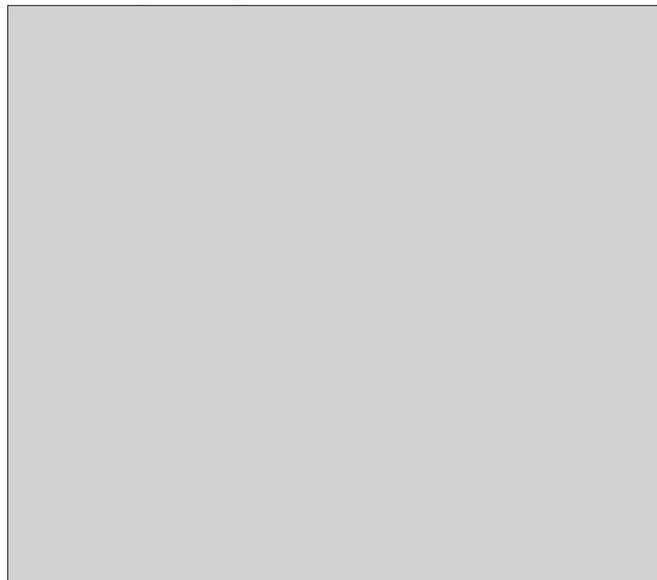
deputy commanders for maintenance," he said. "It was the system that got us into (Operation) Desert Storm with 92 percent mission-capable rates in the fighter world."

Besides enhancing maintenance career progression, this combat wing organization will strengthen the Air Force's ability to mobilize.

"The hard part (of mobility) is going to be the mission support function," he said. "It's going to entail everything...from crisis action planning, working with the joint system to get deployable loads into the airlift system, visibility of the (cargo) while it's in transit, and the bedding down at the far end."

Other deployable mission support

●SEE COMBAT PAGE 11



● **FROM COMBAT**
PAGE 10
 functions will include planning and constructing a tent city, storing fuel and munitions and plugging into the supply system from the forward-operating base.

of our officers have in total right now," the chief of staff said. "But the new expeditionary support discipline will take all of these into account.

"The span of control is going to take into account all those skills and specialties that a commander has

to be familiar with to set up a large tent city operation and make it work," General Jumper said. "I think that's very important."

Because all Air Force wings will be structured similarly to deployed organizations, the service

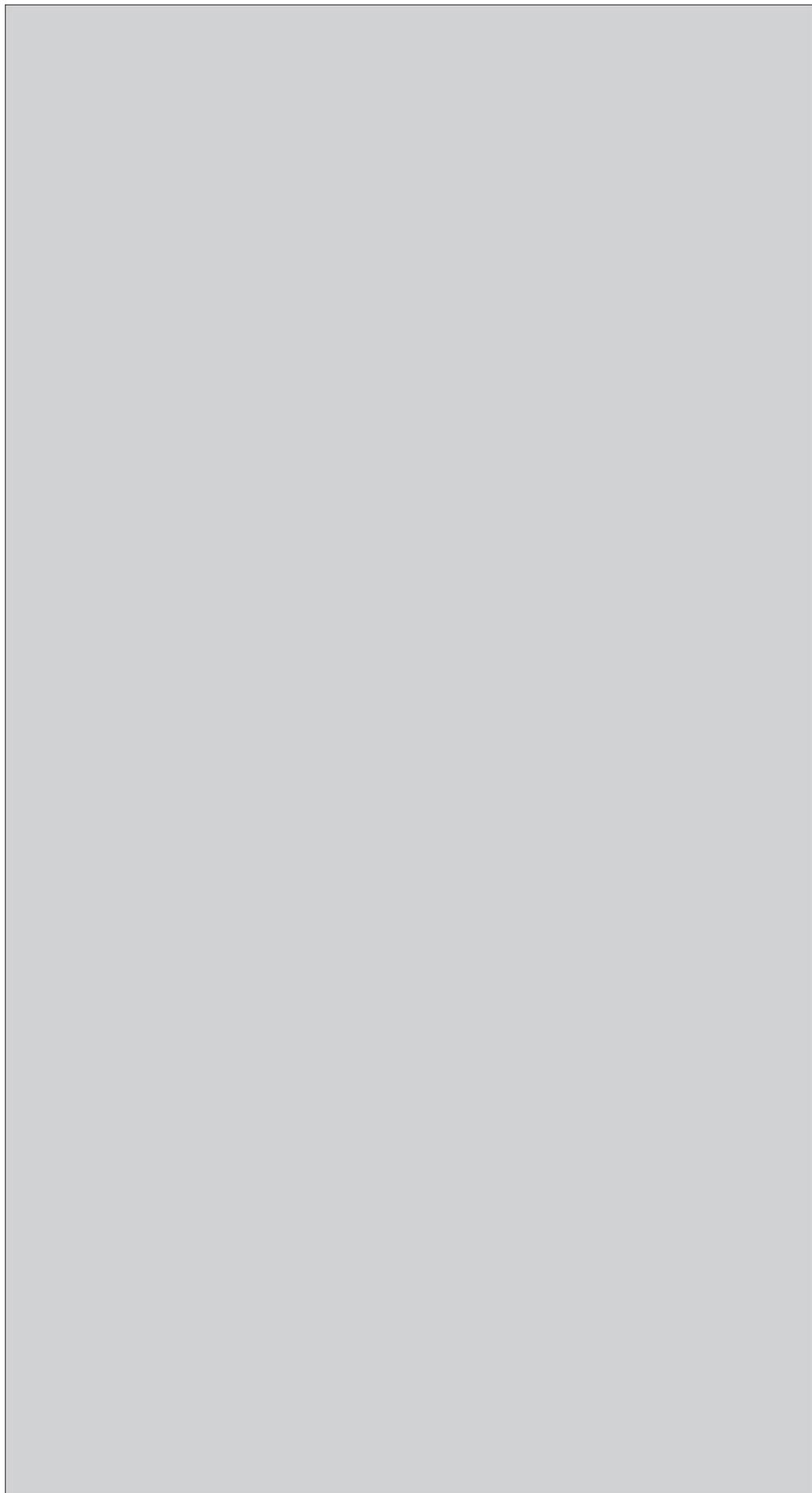
will have a broader base from which to select support group commanders, General Jumper said.

"When we deploy, it's going to be in an expeditionary organization that I would like to look very much like the one we left back home," General Jumper said. "If you're a support commander in a

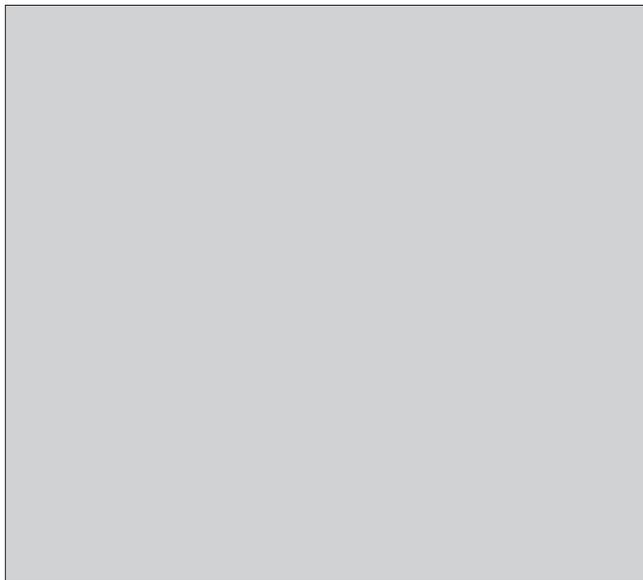
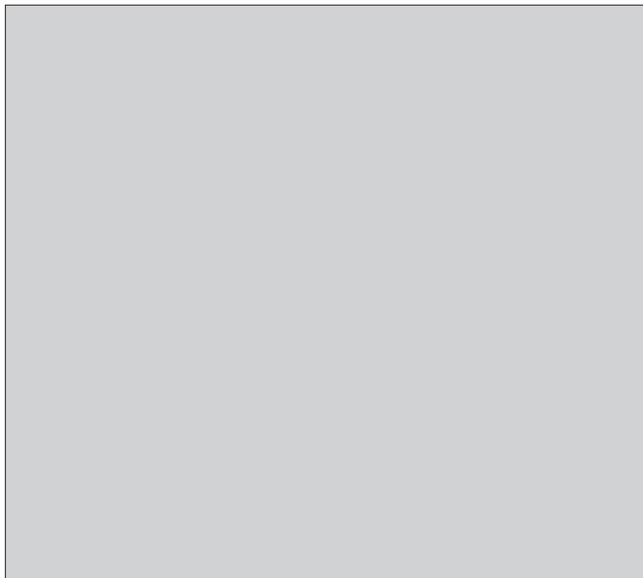
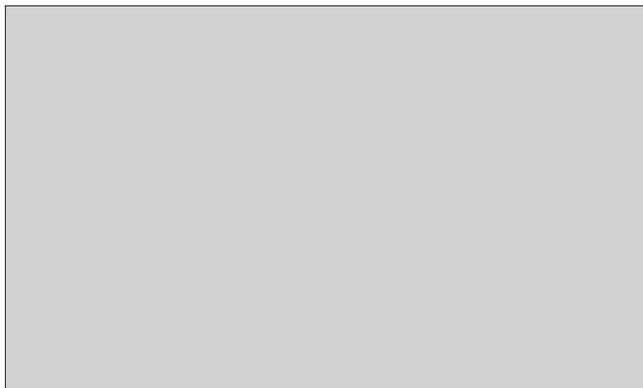
missile wing, air mobility wing, fighter or bomber wing, you can be called to command a support activity at a tent city...because we've trained them all in the same way," he said.

Other aspects of the wing reorganization include the creation of logistics readiness squad-

rons by merging supply and transportation squadrons; adding those new LRSs, contracting squadrons and aerial ports to existing support groups; and combining three officer career fields (supply, transportation and logistics plans) into a single logistics readiness officer career field.



**Think
 before
 you
 drink.**



Your link
to what's going on

Gulf Guide

in the
Tyndall community

AUGUST

MON
19

Anger-management class

The four-session anger-management class will continue 1-2:30 p.m. Monday and Aug. 26 in the life skills support center, Building 1305. For more information, call family advocacy, 283-7272.

GCCC registration

Registration for Gulf Coast Community College's fall semester will be 8 a.m.-6 p.m. Monday-Wednesday at the main college campus. Classes begin Thursday. The fall class schedule is available online at www.gulfcoast.edu.

For more information, call the main campus, 872-3892, or the base education center, 283-4332.

Bay County 4-H meeting

Anyone interested in becoming a 4-H member or volunteer is invited to attend a meeting 6:30 p.m. Monday at the Parker United Methodist Church on the corner of Tyndall Parkway and Boatrace Road. 4-H is a voluntary, educational program designed to meet the needs and interests of boys and girls, ages 5-18. For more information, call Julie Barnett, 286-3760.

TUE
20

Focus 56 meeting

A Focus 56 meeting for all staff sergeant selects through technical sergeants will be 3 p.m. Tuesday in the NCO Academy auditorium. For more information, call Tech. Sgt. Bryon Nelson, 283-8701, or visit the Web site, www.tyndall.af.mil/FOCUS56/default.htm.

Transition-assistance workshop

A three-day transition-assistance workshop for anyone leaving the military within the next 12 months will be 7:45 a.m.-4:30 p.m. Tuesday-Thursday. The workshop topics will include analyzing skills, setting personal goals, starting the job search, resume writing, interview skills, veterans benefits and much more. Spouses and Department of Defense civilians are welcome. For more information or reservations, call the family support center, 283-4204.

Civil Air Patrol meeting

Civil Air Patrol meetings for boys and girls 12 years old and older will be held 6-8:30 p.m. every Tuesday in

Building 852. The CAP offers local and national activities with a focus on educational and professional development. For more information, call Capt. Tim Jones, 283-8018, or Master Sgt. Perry Newberry, 283-4189.

WED
21

NCOA meeting

A general membership meeting of the Gulf Coast Chapter's Noncommissioned Officers Association will be 11:30 a.m. Wednesday in the community activities center. For more information, call Tech. Sgt. Robert Barnett, 283-8734.

AFSA meeting

A general membership meeting of the Air Force Sergeants Association Paul Airey Chapter will be 4 p.m. Wednesday in the enlisted club. For more information, call Senior Master Sgt. Tracy Lawson, 283-3117.

Protestant youth group

The Tyndall Chapel's Protestant Youth Group meets 5-8 p.m. Wednesdays at Chapel 2. For more information, call the Chapel 2 office, 283-2925.

THU
22

Palace Chase briefing

Palace Chase briefings for all those interested in the Palace Chase program will be 1 p.m. on the second and fourth Thursday of each month in Room 222 of Building 662. For more information, call in-service recruiter Master Sgt. Brian Zinner, 283-8384.

Bible study

A weekly Bible study session offered by the Officer Christian Fellowship and Christian Military Fellowship will be 11:30 a.m.-12:30 p.m. Thursdays in the community activities center. For more information, call Capt. Carma Pauli, 283-7669.

NOTES

Gas mask QNFT change

Due to recent changes to AFMAN 32-4006, "Nuclear, Biological and Chemical Mask Fit and Liquid Simulant Training," the 325th Civil Engineer Readiness Flight will no longer be conducting gas mask QNFT along with the 325th Bioenvironmental Engineering Flight, 325 ADS/SGGB. Deploying personnel must contact the BEF at 283-7139 to schedule a gas mask QNFT before deploying. Questions can be directed to Staff Sgt. Thomas Allen, 283-7139.

Thrift shop re-opening

The Tyndall Thrift Shop is now open 9:30 a.m.-12:30 p.m. Wednesdays, Thursdays and Fridays. The shop is also open the first Saturday of the month. Consignments will be accepted 9:30-11:30 a.m. Wednesdays and Thursdays. Thrift shop items include clothing, furniture, electronics, house wares, collectibles and more. Shop proceeds go toward military dependent scholarships and local charities. Donations are also accepted. For more information or to volunteer, call 286-5888.

RETIREE NEWS

Prescription medication while traveling

Individuals traveling outside of their TRICARE region should take along enough prescription medications to last the entire trip. The Tyndall Pharmacy attempts to work with patients and, where possible, will provide sufficient medications. Travelers taking extended vacations can avoid the possibility of running out of medication by making use of the National Mail-Order Pharmacy and ordering up to a 90-day supply. For more information and to register with the NMOP call (800) 903-4680.

Travelers who must fill a prescription while outside of their TRICARE region will have to pay the entire amount out of pocket and then seek reimbursement from TRICARE when they return home. Those enrolled in Prime may be assessed a Point of Service charge unless they call the health-care finder and obtain an authorization. When traveling within the TRICARE region, pay only the copayment by using a network pharmacy.

What is THEMIS?

THEMIS is a free e-mail service that provides quick answers to TRICARE questions. Clinical questions should be referred to a primary care provider. The U.S. Army Medical Command TRICARE staff responds to requests; in some cases, referrals are made to other agencies for a response. For cases referred to other agencies, inquirers are informed who will respond to their inquiries. Information is kept confidential, and each e-mail inquiry is tracked to ensure answers are provided quickly and professionally.

In most cases, replies are received within one to two business days. If an e-mail requires research or a referral to other agencies, it may take longer; expect an interim response within three to five business days. The e-mail address is: TRICARE_help@amedd.army.mil.

YARD SALES

The following yard sales are scheduled for Saturday: 2736-B Eagle Drive and 3444-B Andrews Loop. All yard sales are held between 8 a.m.-4 p.m.

BASE THEATER

Today: "Mr. Deeds" (PG-13)

Saturday: "Minority Report" (PG-13)

Sunday: "Minority Report"

All movies start at 7 p.m.

CLASSIFIEDS

1995 Chevy S-10 extended cab, burgundy, a/c, CD player, alloy wheels, tinted windows, \$4,500. Call 624-8960

Tyndall promotion rate tops Air Force by 5 percent

The following senior airmen assigned to Tyndall Air Force Base were selected for promotion to staff sergeant. This list includes all personnel projected to arrive at Tyndall:

William Anderson, 1st Fighter Squadron
 Reynaldo Acevedo, 325th Operations Support Squadron
 Iveli Acosta Del Rio, 81st Test Support Squadron
 Marcus Adams, 325th Contracting Squadron
 Jason Ainsworth, 325th OSS
 Oliver Alcaraz, 325th Air Control Squadron
 William Allen, 325th Security Forces Squadron
 Rebecca Alvarado, 23rd Flying Training Squadron
 Adalberto Alvarez, 325th Communications Squadron
 Nelson Alvarez, 85th Test And Evaluation Squadron
 Amber Anderson, 2nd Fighter Squadron
 Mark Armstrong, 95th Fighter Squadron
 Harry Ashcraft, 95th FS
 Carl Aspnes, 325th CS
 Allen Babe Jr., 1st FS
 Flor Backer, 325th ACS
 Eric Bair, 95th FS
 Kirk Ball, 2nd FS
 Shannon Banks, 325th OSS
 Ruth Banos, DET. 1, 325th Fighter Wing
 Russell Barnes, 325th CS
 Joseph Basom, 1st FS
 Joshua Bates 325th MXS
 Edward Bates Jr., 2nd FS
 Desiree Bates, 325th Maintenance Squadron
 Janice Batie, 1st FS
 Antonio Bazemore, 95th FS
 Anthony Beauchamp, 95th FS
 Jeffery Bergeron, 1st FS
 David Bernal, 325th SFS
 Valarie Best, 325th Mission Support Squadron
 Virginia Boak, 325th OSS
 Reagan Bonin, 66th Training Squadron
 Jason Borrero, 325th CONS
 Kejuan Bostick, 2nd FS
 Linda Bostrom, 325th Services Squadron
 Jason Boudreaux, 325th CONS
 Russell Brenner, 325th MXS
 Michael Brewer, 325th SFS
 Marvin Briggs, 2nd FS
 Nicholas Briney, 2nd FS
 Bob Brown, 325th MXS
 King Brown, 325th OSS
 Morgan Cabaniss, 325th SFS
 Jason Campbell, 2nd FS
 Destiny Campbell, 325th Medical Support Squadron
 Alexander Casella, 2nd FS
 Cecilia Catterton, 325th Medical Operations Squadron
 Todd Cessna, 1st FS
 Jilhan Chang, 1st FS
 Kevin Cleavland, 325th OSS
 Valicia Collins, AFCESA
 Carlos Colon-Otero, 2nd FS
 Robert Conger, 325th CS

Scot Cook, NCO Academy
 Larry Cooks, 325th Fighter Wing
 John Corbett, 325th MXS
 Jeremy Couch, 325th FW
 Brian Crabtree, 325th MXS
 John Crane 325th SVS
 Janice Craven, 325th SVS
 Shaun Crawford, 325th MXS
 Mark Crider, 95th FS
 Joseph Culberson, 1st FS
 Christopher Dahmer, 325th CS
 Christo Daigrepont, 325th CS
 Holly Danford, 325th Aero-Medical Dental Squadron
 Marlos Davis, 1st FS
 Jarmain Davis, 325th CS
 Marcus Davis, 325th CS
 Mark Davis, 95th FS
 Richard Dawe Jr., 325th CS
 Robert Desessa, 325th CS
 Henry Devader, 325th SFS
 Gerald Devore, 325th OSS
 Marc Dexter, 325th SFS
 Larry Dice, 325th CS
 Robert Diddle Jr., 325th CS
 Amanda Diddle, 325th MSS
 Hubert Drake, 325th OSS
 Nicholas Duane, 2nd FS
 Christine Dunkle, 325th OSS
 Philip Dunlap, 823rd Red Horse Squadron
 Patrick Dunn, 325th Civil Engineer Squadron
 James Eckles Jr., 2nd FS
 Sean Evans, 2nd FS
 Darcia Evans, 325th AMDS
 Machellia Fields, 325th CS
 Nichole Fleming, 325th MXS
 Natalia Forrester, 85th TES
 Jimmy Fowler, 325th CS
 Tikwan Garland, 325th CS
 Jeffrey Garren, 95th FS
 Joseph Gibson, 95th FS
 Corey Glaze, 325th OSS
 Eric Glidewell, 325th CS
 Larry Grant, 2nd FS
 Adam Grand, 325th SFS
 James Green, 325th OSS
 Matthew Grissom, 2nd FS
 Julie Gubler, 325th MXS
 Michael Guhr, 325th MXS
 Gloria Gutierrez, 325th OSS
 Amanda Hacker, 83rd Fighter Weapons Squadron
 Joni Harris, Pensacola
 James Heilig, 2nd FS
 Christopher Heisig, 81st TSS
 Charles Hernandez, 325th SFS
 Jo Hernandez-Torres, 325th CS
 John Herring, 325th CES
 Brian Hill, 325th CES
 Frederick Hoffman, 2nd FS
 Jeffrey Holt, 1st FS
 Tisha Horton, 325th MDSS
 Jeremy Horton, 325th OSS
 Rhonda Howansky, 2nd FS
 Andrew Jackson, 325th OSS
 James Johns Jr., 325th MXS

Dillon Johnson, 95th FS
 Aric Jones, 83rd FWS
 Timothy Kennedy, 95th FS
 Erik Kershner, 325th ACS
 Michael Kervaski, 1st FS
 Christopher Kinter, 2nd FS
 Kenneth Kisner, 325th OSS
 Shon Kolterman, 2nd FS
 Kevin Koryto, 2nd FS
 Matthew Kurpaski, 95th FS
 Fequiereke Labonte, 325th MDOS
 Christine Lango, 325th MDSS
 Heather Lansing, 325th MDOS
 Paul Latif, 325th FW
 Troy Latta, 325th MXS
 Tyler Lawrence, 2nd FS
 Albert Lazala Jr., 2nd FS
 Darrell Lee, 325th OSS
 Jacob Lemon, 325th Comptroller Squadron
 Jessica Leschber, 325th OSS
 Derrick Lewis, 2nd FS
 Jason Lichau, 325th CS
 Armando Llamas Jr., 95th FS
 Danielle Lloyd, 325th CS
 Daniel Lloyd, 95th FS
 Daniel Loeb, 325th OSS
 Mark Lopez, 2nd FS
 Michael Lott, 2nd FS
 Jamie Lyons, 325th SFS
 Chasity MacDonald, 325th OSS
 Brent MacKinder, 83rd FWS
 Nathan Mainer, 325th MDOS
 Jason Martinez, 66th TS
 Kimberly Matchett, 53rd Weapons Evaluations Group
 Shandanh McClendon, 325th CS
 Lashonda McCoy, 325th ACS
 Leslie McGrew, 325th MXS
 Ramayo McGriff, 95th FS
 William McIntosh, 325th OSS
 Charles McMillan, 2nd FS
 Ernest McMillan, 325th MXS
 Derrick McMillian, 2nd FS
 Nicholas Mead, 2nd FS
 Gary Melillo, 325th SFS
 Jesus Mendoza, 325th SVS
 Brent Minton, 325th SFS
 Nicole Montros, 325th MDOS
 Christopher Moore, 2nd FS
 Joshua Mueller, 325th CS
 Donovan Muir II, 325th MSS
 James Nett, 325th FW
 Aaron Norgrant, 1st FS
 Michael Olson, 2nd FS
 Luke Orenczak, 325th OSS
 Clifford Otto II, NCOA
 Richard Page Jr., 325th CES
 Timothy Parker, 325th MDOS
 Ladylynn Parr, 325th Operations Group
 Jamie Patton, 325th SFS
 Jeffrey Pemberton, 2nd FS
 Franche Penamaring, 325th SFS
 Andrea Perales, 325th ACS
 Tiah Petrucci, 325th SFS
 Richard Phillips, 325th OG
 Ivanowsky Plata, 2nd FS

Daniel Polk, 1st FS
 Grant Prince, 325 AMDS
 Chad Remetta, 325th SFS
 Jeffery Rex, 362nd Training Squadron
 Carlos Reyes Jr., 325th FW
 Philip Riggs, 325th MXS
 Patrick Riley, 325th OSS
 Tonya Riley, 325th OSS
 Bobby Rodgers, 325th SFS
 Cheryl Roelofs, 325th OSS
 Kenon Rusnak, 325th CS
 Jennifer Ryan, 2nd FS
 Tiffany Saavedra, 325th OSS
 Daniel Sanchez, 2nd FS
 Joseph Scherrer, 2nd FS
 Craig Schiell, 1st FS
 Casey Schmid, 325th MXS
 Jason Schubert, 1st FS
 Terry Scott II, 325th CS
 Christopher Shivers, 325th CMPTS
 Jaime Shuler, 325th OSS
 Miguel Sierra, 325th MDSS
 Melissa Simmons, 325th OSS
 Patrick Simmons, 325th OSS
 Lawson Smith, 1st FS
 Kyle Smith, 325th CONS
 Christopher Smith, 325th MXS
 Gene Speaks III, 325th SFS
 Charles Spencer, 95th FS
 Kyle Stanfield, 325th CS
 Sherri Stanfill, 325th OSS
 Paul Stanley, 2nd FS
 Joseph Starry II, 325th SVS
 Chris Stokes II, 325th CONS
 Kimberly Stokes, 325th SFS
 William Stover, 2nd FS
 Jared Struchtemeyer, 325th CS
 Jacqueline Suarez, 325th CONS
 Michael Taylor, 95th FS
 Larry Teel Jr., 95th FS
 Jason Thomas, 325th CS
 Mitchell Thomas, 325th SFS
 James Thomas, 361st Training Squadron
 Stanley Thompson, 325th MXS
 Marcus Thompson, 95th FS
 Timothy Thoner, 85th TES
 Mario Trujillo, 95th FS
 Christopher Tuck, 325th CONS
 Jeffrey Turner, 95th FS
 Kier Turpin, 1st FS
 Christopher Valenti, 325th SFS
 Peter VanDamme, 325th SFS
 Raymond Veaser, 66th TS
 Irishann Villaviza, 2nd FS
 Olivia Wanzo, 81st TSS
 Destiny West, 325th OSS
 Leon White Jr., 2nd FS
 Jeremiah White, 2nd FS
 Rory White, 95th FS
 Timothy Whitfield, 83rd FWS
 Shawndra Wilson, 325th ACS
 Marquis Wilson, 325th SFS
 Charles Workman, 1st FS
 Neeley Yarborough, 325th CMPTS
 Brianne Yeager, 325th SVS
 Frederick Yi, 325th SFS



Funshine NEWS

August 16, 2002

This page is produced by the 325th Services Marketing office, 283-4565.

YES!
Membership
Pays!
Here s How...

Summer Bling 2!

At the Enlisted Club
with D.J. Krowne
August 17
9 p.m.-midnight
283-4357

All Ranks
**Retiree Appreciation
Night** **August 23**
at the O Club
25% discount on all entrees
283-4357

Tyndall Enlisted Club
**THE Steak-Out
Zone**
Every Friday
5:30-8:30 p.m.
Only \$5.95
The Steak Zone features:
choice steak cole slaw
potato salad fire extinguisher
283-4357 for details

All Ranks
Every Wednesday at the O Club
Family Night Buffet
5:30-7:30 p.m. \$6.95
Children 6-11 \$4.95 5 and under eat free
Visit your club where your
satisfaction is guaranteed!
If you are unhappy with your club
experience just talk to your club manager.
283-4357

2nd Annual All Ranks
**Medieval
Banquet**
(Members only)
September 28



Marina Club

☎ 283-3059
Pontoon Boat Rentals
Full day rental only \$95.

Sunday Breakfast

The Marina is open for breakfast every
Sun. 7:30-10 a.m.

Seafood Lunch Buffet

All-You-Can-Eat only \$6.50, including
soft drink. Every Fri. 11 a.m.-2 p.m.

Scuba Lessons

Open water certifications: \$125.

Bowling Center

☎ 283-2380
Fall Leagues Meeting
Mon. Night Ladies: Aug. 19, 6 p.m.
Tue. Night Mixed: Aug. 27, 6 p.m.
Wed. Night Mixed: Aug. 28, 6:30 p.m.
Thur. Morning Ladies: Aug. 15, 9:30 a.m.
Thur. Intramural: Aug. 8, 1 p.m.
Fri. Night Mixed: Aug. 30, 6:30 p.m.
Call for details about the Sunday night
"ball league" meeting.

Raptor Lanes Registration for Youth Leagues August 17

9-11 a.m.: Jr. and Sr.
11 a.m.-12:30 p.m.
Shooting Stars & Pee Wee
All youth signing up at this time receive
a hot dog, drink & 3 games of bowling
Call 283-2380 for more information.

Altitude with Attitude

Join the Aero Club by the end
of Aug. 2002 & you could win:

- \$100 flight scholarship
- SoftComm C-90 Headset
- \$84 Proficiency Flight Scholarship
- \$100 toward flight time

(awarded to pilot with most monthly hours)
Call 283-4404 for details.

Skills Development Ctr.

☎ 283-4511
Framing Class
Available on Thurs. 5-7 p.m. Costs \$30
which includes 8x10 frame supplies.
Must preregister for class.

Skills Development Center Entries accepted Aug. 1- Sept. 1 Annual AF Contests

Artist Craftsman Categories Include:
Numerous categories include:

- Fine Art ■
- Textile Art ■
- Industrial Art ■
- Multicrafts/Pattern Art ■

Photo Contest Categories Include:

- Monochrome Prints
 - Color Prints
 - Color Transparencies
 - Digital Photos
- Call 283-4511 for more information.

Information, Tickets, & Tours

☎ 283-2499
Foley, AL Shopping Trip
Sept. 7. Cost is \$15. Shop til you drop
in many famous outlet stores including
Vanity Fair, Lenox, Mikasa, Liz
Claiborne, Country Collectibles and
many more. Tour departs at 6:30 a.m.
and returns at 8 p.m.

Tallahassee: History and Shopping Trip

Sept. 12. Tallahassee history and
shopping cost per person is \$10 and is
due upon sign up. Depart at 8 a.m. and
return by 5 p.m.

Community Activities Center Pigskin Picks

First Heat: 1 - Oct. 19
Entries must arrive at the CAC by 5 p.m.
Friday preceding the weekend games.
(Thursday games do not count.)

Sponsored in part by:
AAFES, Hodge Barb-Que & The Chefs Shop.

No federal endorsement
of sponsor intended.

Call for more information:

283-2495



FREE AEROBICS CLASSES

Free aerobics classes are available at the
Tyndall Fitness Center. The New Energy
team of instructors offers a large variety
of classes for the month of July.

- Cardio-Kickboxing at beginning level
- muscle fit ■ advanced step
- basic step ■ Butts-n-Guts ■ hi-low

Work at your own fitness level, and
remember to have fun!

Call 283-2631 for more information

Pool Hours

Hours:
Fitness (Lap) Swim:
(last day for lap swim is Aug. 23)
Tues. 6-7:30 a.m.
Wed.-Fri.: 6-7:30 a.m.,
11-11:30 a.m., 5-6:30 p.m.
Water Aerobics:
Tues., Wed., and Thurs.: 6:30-7:30 p.m.
Open Swim:
Wed.-Sun.: 11:30 a.m.-6:30 p.m.

The pool will be closed Aug. 26-30
& open Aug. 31-Sept. 2.

- Fees:**
- Open Swim: \$1 per person per visit
 - Fitness Lap Swim is free
 - Water Aerobics is free

283-3199

Bonita Bay Outdoor Rec.

☎ 283-3199
Kayak Classes
\$40 per class. Sept. 15, Oct. 6.

Paintball Course

All volunteers interested in assisting with
the construction of the paintball course
are invited to attend a planning session
on Aug 28 at 2 p.m. in the CAC.

Canoe Trip

August 25. Cost is \$10 per person.

Youth Center

☎ 283-4366
Start Smart Soccer
Is your 3-5 yr. old ready for organized
soccer? Sign up for start smart soccer
and work one-on-one with your child
developing basic skills. Program runs
Aug. 17, 24, 31 and Sept. 7 at 9 a.m.
Cost is \$30 and space is limited. Call
Andy for details.

Pre-Teen Lock-in

August 23, 7 p.m.-7 a.m. For youth
ages 8-12 yrs. Cost is \$10 for
members and \$15 for non-members.
Last day to register is Aug. 21.

Sport shorts

Varsity basketball try-outs

Try-outs/practice for the 2002-03 Tyndall Tigers Men's Varsity Basketball team begin at 6:30 p.m. Monday at

at the fitness center. Try-outs are open to all active-duty males. For more information, contact the fitness center at 283-2631.



Every member of Team Tyndall is valuable. Play it safe, don't become a statistic.

● FROM SAFETY PAGE 5

time to make sure we're doing things right.

Supervisors, you need to be directly and personally involved with the activities in your areas. A supervisor's presence and involvement increases morale and ensures attention to detail. You are responsible for the mission, and, therefore the safety of your functional area. Knowing your personnel's capabilities and limitations is extremely critical.

We work in a "can do" environment; it's the Air Force culture. Supervisors have the experience and maturity to know when "can do" is too much. Don't over task your people and place them in situations that could jeopardize their safety and the

completion of the mission. When we are over tasked, it is time for commanders and supervisors to step in, prioritize and turn back, or delay the tasking we cannot do safely.

Let's come out of our safety day discussions focused on how best to accomplish our jobs. The mission is best accomplished by methodically following established procedures. Being sensitive to our operations tempo and knowing when additional taskings are too aggressive for safe mission accomplishment are essential. We have many challenges ahead, and with the proper focus I have no doubt we will meet them all in a fashion in which we can all be proud (and safe).

Golf statistics

<i>Squadron</i>	<i>Points</i>				
MXS	54.5	SEADS	42	CONR 3	20.5
AFCESA	51.5	MSS 1	39	CONR 2	16.5
ACS	50	WEG	37.5	83 FWS 1	15
SVS	48.5	TS 1	36	RHS	9.5
COMM	44.5	95FS	34	372 TRS	9
CONR 1	43.5	LSS	32	TS 2	6.5
CES	43.5	2 FS	31		
		OSS	29.5		

