

Heartland WARRIOR

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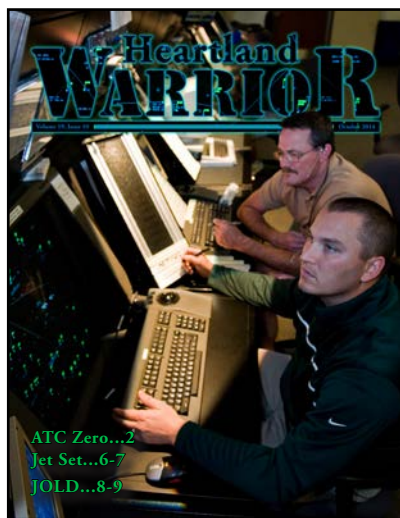
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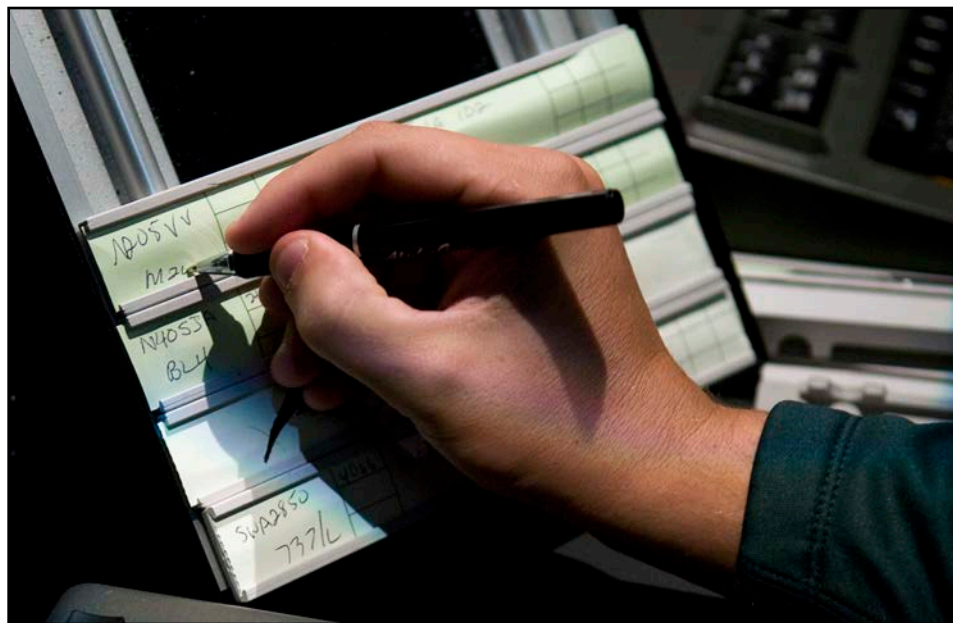
U.S. Air Force photo by Tech. Sgt. Mark Orders-Woempner

On the cover...

Keith Atkinson, right, and Charles Barrett, both 434th Operations Support Squadron air traffic control specialists manage air traffic at Grissom Sept. 29. Grissom ATC normally controls all commercial, civilian and military air traffic up to 10,000 feet between Chicago and Indianapolis, going as far west as Lafayette, Indiana, which is an area of more than 11,000 cubic miles.

ATC Zero:

Grissom supports air traffic crisis



U.S. Air Force photo by Tech. Sgt. Mark Orders-Woempner

Keith Atkinson, 434th Operations Support Squadron air traffic control specialist, manually writes down an aircraft's flight plan information at Grissom Sept. 29.

By Tech. Sgt. Mark Orders-Woempner
Public Affairs staff

Chicago's Air Route Traffic Control Center controlled more than 3 million air operations last year with hundreds of millions of lives in the hands of their air traffic controllers, but when Chicago's radar scopes went black last Friday, many of those lives fell safely into the hands of Grissom's ATC.

"When we went to open Friday morning, our ATC supervisor wasn't able to contact anyone at Chicago Center, so he came to me and said 'we've got a problem,'" said Michael Lang, 434th Operations Support Squadron air traffic manager.

That problem, according to the Federal Aviation Administration, was caused by a fire at the high-altitude radar facility in Aurora, Illinois, causing them to go into ATC Zero, which means they have zero ability to control air traffic.

"This is really big -- Chicago

Center is responsible for a huge area," said Michael Peeper, 434th OSS ATC specialist. "I've been doing this for 25 years, and this has got to be the biggest thing I've ever seen impact ATC, so it's pretty serious."

The CARTCC is an en-route facility with airspace overlying six Midwestern states, including Illinois, Indiana, Iowa, Wisconsin, Michigan and Missouri.

The National Airspace System (NAS) is made up of FAA and Department of Defense ATC facilities that act as a patchwork of control nodes across the United States.

The system incorporates three levels of facilities that overlap each other. These include tower facilities, which generally from the surface up to 2,500 feet; approach control facilities, which generally control up to 10,000 feet; and centers, which generally control 10,000 feet and above.

"Chicago Center, manages air

See 'ATC crisis' page 10

Heartland Warrior

Rep. Walorski's MLA gets close look at Hoosier Wing

By Tech. Sgt. Mark Orders-Woempner
Public Affairs staff

Inflight refueling operations are common place for the U.S. Navy's elite fighter pilots, but one recently got a different view of the U.S. Air Force tanker mission in his role as a legislative assistant.

Sam Fletcher, MLA for Rep. Jackie Walorski and former Navy F/A-18 Hornet pilot, toured Grissom and got a different perspective on air refueling operations and the 434th Air Refueling Wing as a whole Aug. 27.

"We were very excited to host Congresswoman Walorski's MLA because we are always proud to showcase what we have here at Grissom and all the great work that all the citizen Airmen of the Hoosier Wing do each and every day," said Col. Doug Schwartz, 434th ARW commander.

"KC-135 Stratotankers are truly amazing aircraft with a mission that is absolutely critical to our nation's defense," Fletcher agreed after spending the day getting a behind-the-scenes look of the 434th ARW.

After receiving an in-depth mission briefing from Schwartz, Fletcher took a turn at the controls of Grissom's KC-135 flight deck simulator and new boom operator weapons system trainer.

While the accomplished Navy pilot was no stranger to aerial acrobatics in a hydraulically assisted fighter jet, it took him a few turns at the controls to get the hang of an aircraft more than 60 years

old that still uses cables and pulleys for controls.

"You really have to work at it," said Fletcher, who flew the simulator with Schwartz as his co-pilot. "He saved me a few times."

After a successful simulated landing and a few simulated refuelings in the BOWST, the MLA headed out to see firsthand an actual Grissom KC-135 and how well they are maintained.

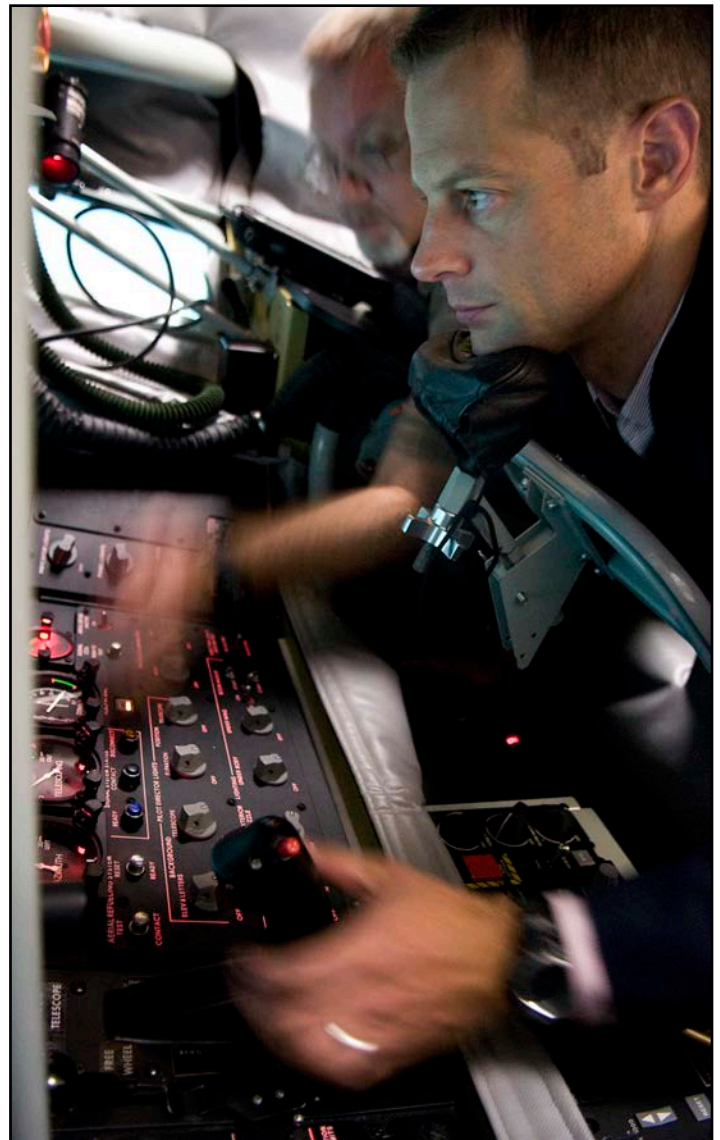
"I had heard a lot about Grissom's reputation for maintenance excellence, but seeing firsthand the pristine condition of the 434th ARW's jets and the dedication and effort its Airmen put into preserving taxpayers' investment was nothing short of remarkable," he said.

Fletcher then headed to the maintenance back shops, including metals technology, that keep Grissom's jets so pristine, before touring Grissom's Fire Department, 434th Civil Engineer Squadron explosive ordnance disposal unit and air traffic control facilities.

He said his visit showcased the best of what Indiana and Grissom have to offer.

"With the best maintenance and the highest mission completion rates, a brand new runway, a strategic location and strong local and state partnerships, Grissom really has a lot going for it," Fletcher continued.

"As the Defense Department continues to look for opportunities to cut costs in this difficult budgetary environment, Grissom has a lot to offer the Air Force in terms of cost savings



U.S. Air Force photo by Tech. Sgt. Mark Orders-Woempner

Sam Fletcher, military legislative assistant for Rep. Jackie Walorski, right, attempts to refuel a simulated F-22 Raptor as Mike Conner, a contract trainer, assists him in a boom operator weapons system trainer at Grissom, Aug. 27.

and a high-quality workforce."

That workforce, coupled with a strong Midwestern work ethic, is one of the many reasons Fletcher said his boss is proud to represent Indiana.

"Over two thousand Hoosiers serve at Grissom along with men and women from all across our nation - their patriotism and professionalism make us all very proud," he added.

Fletcher's visit to the

base was part of Grissom's civic engagement program. Many of Indiana's elected officials tour the base to learn more about it and its mission.

"We were pleased to be able to show him what a beacon Grissom is here in the heartland of Indiana," Schwartz concluded. "We appreciate the congresswoman's interest in our base, and we hope these efforts continue to carry the message of the 434th ARW."

Gullion pins on 'full bird' colonel



U.S. Air Force photo by Senior Airman Jami Lancette

Col. Douglas Gullion, 434 Operations Support Squadron commander, is all smiles as his wife, Pam, right, and daughter, Haleigh, left, pin eagle rank insignias on his service dress coat during a pin-on ceremony here at Gus Grissom Hall Sept. 7.

By Staff Sgt. Benjamin Mota
Public Affairs staff

Airmen and family members filled a room to witness a long-standing tradition as one of Grissom's own was pinned with an eagle.

Col. Douglas Gullion, 434 Operations Support Squadron commander, was recently promoted to the rank of colonel in front of family, friends and peers during a pin-on ceremony held here recently.

Col. Doug Schwartz, 434th Air Refueling Wing commander, presided over the ceremony thanking the newly promoted colonel for his military service and dedication to the Air Force.

"I am so humbled and honored to be able to preside over your pin-on ceremony; you just can't imagine," said Schwartz. "This great warrior's career start during Operation Desert Shield and since

then has been involved in every operation and every campaign that our country has been in in a KC-135."

During the ceremony, Gullion thanked friends and family members for their support throughout his military career. Gullion, a command pilot with more than 6,000 flight hours, has deployed in support of Operations Desert Shield, Desert Storm, Allied Force, Enduring Freedom and Iraqi Freedom.

"I am just so thankful that you all are here to share in this moment with me," said Gullion. "Having all of you, our family, friends and of course our Grissom family with us here today makes this a very special occasion that we will always treasure."

Gullion was recently selected for assignment as commander of the 507th Operations Group, Tinker Air Force Base, Oklahoma and will assume command of the unit

Nov. 2.

"Leaving Grissom is going to be tough; it's truly bittersweet," said Gullion. "I am going to take a lot of good memories with me."

The newly promoted colonel had his wife, Pam, and daughter, Haleigh, pin on his eagle rank insignias on his service dress coat.

The history of the prestigious rank dates back to around 1505, when the Spanish King Ferdinand reorganized part of his army into twenty units called colonelas. These consisted of about 1,000 to 1250 men further organized into companies with their commander being named a coronel.

The French, and later the British, adopted the title, and although initially retaining the original Spanish pronunciation, the British soon used the pronunciation of 'kernel' we're familiar with today.

The eagle insignia led to the informal term 'full bird colonel.'

Grissom 'impresses' Donnelly staffer

By Tech. Sgt. Mark Orders-Woempner
Public Affairs staff

One might find it hard to impress a congressional staffer with an extensive background in defense and homeland security and a master's degree in strategic studies from the National Defense University, which made it all the more special that Grissom's Hoosier Wing Airmen did just that.

Rachel Lipsey, military legislative assistant for Sen. Joe Donnelly, holds all those credentials and still found herself captivated as she toured Grissom and got an up-close look at the 434th Air Refueling Wing here Sept. 4.

"It was an incredibly impressive place," remarked Lipsey. "I was struck by the amount of existing physical infrastructure and the base's capabilities."

"It's always great when we have an opportunity to showcase to our elected leaders and their staffs what our great citizen Airmen do here each and every day as they carry on the mission of the Air Force Reserve," said Col. Doug Schwartz, 434th ARW commander, who escorted Lipsey during her tour. "We're also very proud of our installation and all the hard work that goes into making it the fine place that it is."

And, while the MLA's eye was first caught by Grissom's landscape, which has been frequently compared



U.S. Air Force photo by Tech. Sgt. Mark Orders-Woempner

Rachel Lipsey, military legislative assistant for Sen. Joe Donnelly, glances out a window as she controls a KC-135R Stratotanker simulator here at Grissom Sept. 4. Lipsey toured the north-central Indiana base to learn more about the Air Force Reserve Command and its mission.

to a beautiful college campus centered around its 12,500 foot runway, it was the Airmen she said that captured her attention as she toured the north-central Indiana base.

"Most important were the people," she said. "It's really clear Grissom's strength and the strength of the reserve is all about the smart, hard-working men and women who serve."

"I really got the feel of how their day-to-day work, pride and effort has fed into the wing's incredible performance record," Lipsey continued. "It drove home the time, dedication and accumulated skill that is held in the wing and the people that work there."

Lipsey began her tour of Grissom in the base's KC-135R Stratotanker flight deck simulator, taking off and landing a virtual tanker as

Schwartz sat in the copilot seat alongside her.

"Of course, time in the simulator with Colonel Schwartz was an experience to remember," she recalled.

After a few successful take offs and landings, Lipsey then headed to the "business-end" of a virtual Stratotanker in Grissom's boom operator weapons system trainer, or BOWST, where she took the controls and refueled several military combat aircraft including an F-22 Raptor.

After her time in the simulators was through, Schwartz escorted Lipsey to see a real Grissom KC-135 in person. Once on the jet, the MLA said she found herself familiar with the controls but in amazement on the condition of the 50-year-old aircraft.

After her time on the KC-135, she then headed to Grissom's air traffic

control facilities, first touring the base's radar approach control before heading nine stories up into an air traffic control tower, which provided a birds-eye view of the base.

"The 434th ARW is an excellent example of incredible assets, our people being the number one; the aircraft, which are taken such good care of along with the facilities; and the efficiency that lies in the reserve model," Lipsey concluded. "As a country, we need to take better advantage of that, and I think General Welsh has set us on that path and that Grissom can bring his vision of the total force to reality."

General Mark A. Welsh III is the Air Force Chief of Staff and testified before the Senate Armed Services Committee in April that the Air Force stood up a total force task force early last year to review the proper balance of force structure between the active force, the Air Force Reserve and the Air National Guard.

"The intent was to make our Air Force more efficient without losing operational capability or responsiveness in a crisis," Welsh told the senators.

"The mobility mission is perfectly suited for a component mix weighted toward the reserve component," Welsh added, stating that 56 percent of Air Force mobility mission already is in the reserve component.

Jet Set

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Serving the men and women of the 434th Air Refueling Wing, Grissom ARB, Ind.

U.S. Air Force graphic by Staff Sgt. Douglas Hays

Above is a newspaper flag from the first Jet Set to be published at a newly realigned Grissom Air Reserve Base on Oct. 1, 1994. The Jet Set was the monthly newspaper for the 434th Air Refueling Wing and the precursor to today's Heartland Warrior.

Grissom celebrates 20th anniversary of realignment as air reserve base

By Staff Sgt. Benjamin Mota
Public Affairs staff

Grissom has gone through several transitions throughout its history, but one transition that changed the lives of everyone here can still be heard through the voices of employees who experienced it first-hand.

Grissom commemorated its 20-year anniversary realignment as a reserve base Oct. 1.

"I found out about the [realignment] during a meeting with the active duty wing commander, because I was a union representative at the time," said Troy Prior, 434th Air Refueling Wing human resource specialist. "The first thought through my head was, 'where am I going to end up.'"

"I already had invested 12 years and was already halfway to retirement," Prior added, who at the time a civilian heating and air conditioning technician and was one of the many people who would be affected by a base realignment and closure announcement made by Congress in 1991.

"At the time, they told us we were on the BRAC list, and we all just assumed that the base was going to close entirely," said Prior. "The realignment did not evolve, in my mind, until sometime after the meeting, so at the time I was afraid."

Shortly after Grissom was announced as part of the 1991 BRAC,

it was also announced that instead of completely shutting down the base, it would be realigned to an Air Force Reserve base.

While many people experienced fear, others, who did not depend on Grissom as a full time job, such as traditional reservists, saw the light through the fog of the situation.

"For us the transition was a win-win; we got an additional squadron, and we got this brand new building that active duty had just built," said Chief Master Sgt. Jeff Henry, 72nd Air Refueling Squadron chief boom operator who was a technical sergeant at the time. "When I got hired as a reservist we had eight air planes; when the transition happened we went to two flying squadrons with a total of 16 aircraft and up to 22 at one time."

In addition to that, many of the active duty people took the realignment as an opportunity to settle down and stay, said Henry.

While some transitioned into the Air Force Reserve others stuck around to fill Air reserve technician jobs created by the realignment. One such individual was Tech Sgt. Douglas Hays, 434th ARW public affairs superintendent, who was assigned to the active duty 305th Air Refueling Wing in 1992 after the realignment had already been announced.

"When I came in from Korea everyone else was leaving; I was one of the last people stationed here on

active duty," recalled Hays. "It had been announced prior to my arrival that the base was on the BRAC list and people were already moving out; I just happened to be one that was moving in."

By the time the base realignment date arrived, Hays was coming up on his reenlistment date and also a pivotal point in his career, he said.

"I was on active duty coming up on 10 years, so I really had to decide if I was going to make the military a career or if I was going to hop the fence, he added while referring to the possibility of transferring to the Air Force Reserve."

That wasn't the only reason for Hays's concern. He also had to think about his family.

"My kids were fairly close, and at the time, I had an assignment to go to Patrick Air Force Base in Florida for the space shuttle program; I just decided this was a nice area, and I wanted to settle down," he continued. "I have never been a traveler, and this was a good opportunity to sink roots."

While some were using this as an opportunity to establish themselves, others already had made Grissom their permanent home and founded themselves afraid of the future.

"We had a morning meeting with the commander, and at the time they announced the base was going to close, but it was later changed from a closure to a realignment; that put



U.S. Air Force photo by Tech. Sgt. Tenna Boone

Now retired Chief Master Sgt. Ron Eller and retired Senior Master Sgt. Sandy Montgomery, 434th Air Refueling Wing ceremonial guardsmen, prepare to raise an American flag over the newly realigned Grissom Air Reserve Base Oct. 1, 1994.

a different picture on everything,” said Lee Stonestreet, 434th Civil Engineer Squadron contract manager who began working at Grissom in 1975 as a civilian in the same role. “My initial thought was well I better start looking for work outside the military.”

During the time of the closure the automotive industry was doing extremely well in the region, so finding a new job in the area would not have been an issue, said Stonestreet. But, like many others, the area was home and he was determined to look for ways to make the realignment better for the community and those affected.

“I really never had to look for a

job; before I started a serious search the announcement was sent out about the realignment, and I began to get involved with that,” said Stonestreet. “About the same time they announced the realignment, they created the Base Conversion Agency in Washington.”

The BCA was responsible for transitioning government assets that were no longer needed due to the realignment and assisted with the process of transferring the excess land and assets back to the private sector.

“After the announcement of the BCA, positions became available to support the new agency, and I applied for the site manager position overseeing it,” said Stonestreet.

“I always tried to put the interest of Grissom first, and I thought, ‘well, if I could guide the realignment I could help get people here to reuse the base, and help the local economy;’ that was my primary motivation for taking that job.”

Like Stonestreet, others were looking for innovative ways to help ease the economic impact the realignment would have on the base and the people working here.

“In 1994, when the realignment happened, the active duty was closing, but the [Air Force Reserve] was ramping up, so there was a lot of opportunity, but with many of those opportunities there were also a skills miss-match,” said Prior who began using his skills acquired as the local union representative to help people transition into new jobs. “Between retraining efforts and efforts through the wing and the local union those positions were filled.

“Grissom employees took the lemon and made lemonade; they adapted and took on the new opportunities,” he added. “We got money and grants for displaced federal employees; there was a lot of proactive approaches for finding new employment.”

Prior ended up using his experience as a union representative to work in the human resources department, and after eight-and-a-half years, as sight manager for the BCA, Stonestreet came back when his old position opened up, where he still works today.

“Grissom is pretty well known for taking care of its people,” said Prior as he discussed the transitions that fell into place after the realignment. “Fortunately, we were able to successfully place all 218 impacted employees without separating anybody.”

“Some chose early retirements and buyouts and priority placement transfers, but in the end no civil service employees had to be let go,” he added. “It’s a testament to the caliber of people that work here.”

Today that caliber of excellence can still be seen in the strides Grissom has made since the realignment. Grissom continues to be the largest employer in Miami County employing approximately 2300 personnel.

Stars, 'butter-bars' unite for JOLD

By Tech. Sgt. Mark
Orders-Woempner
Public Affairs staff

From the moment they put on their first gold bars, Air Force officers are tasked with the enormous responsibility of training, equipping and leading Airmen, and that mission takes both dedication and education.

Providing those in an effort to prepare its junior officers for greater responsibility, the Air Force Reserve Command held a Junior Officer Leadership Development Course for thirty-five lieutenants, captains and newly promoted majors at Grissom recently.

"It was a pause in operations to refocus on my growth as an officer," explained 1st Lt. John Pedro, 434th Logistics Readiness Squadron fuels flight commander and JOLD student.

The course included classroom and field training portions to increase the students' knowledge on leadership while also providing social interactions and networking opportunities.

"It's also an opportunity for junior reserve officers to gain a little more insight into the reserve and reserve senior leader viewpoints on career progression," said Maj. Ulrich Adams, 434th Communications Squadron commander who was Grissom's JOLD project officer.

One of those senior leaders, Brig. Gen. Curtis Williams, AFRC director of installations and mission support, said



U.S. Air Force photos by Staff Sgt. Benjamin Mota

Maj. Julia Coppola, Headquarters Air Force individual reservist readiness and integration organization director, puts a beam into place as she builds a tent extendable modular personnel tent during a Junior Officer Leadership Development Course at Grissom, Aug. 15.

the JOLD course was an amazing tool to build strong qualities in the Air Force's emerging leaders.

"It builds great camaraderie with their fellow junior officers, increases their confidence and gives

them a knowledge and understanding of the big picture as they interact with senior leaders," elaborated Williams.

Grissom's three-and-a-half-day course kicked off on a Thursday evening

with an icebreaking event that challenged participants to share a little about themselves while getting to know more about each other.

"That was absolutely critical for a lot of them,



Brig. Gen. Udo McGregor, Joint Enabling Capabilities Command vice commander, speaks to junior officers during a Junior Officer Leadership Development Course at Grissom Aug. 16. The course included classroom and field training portions to increase students' knowledge on leadership while also providing social interactions and networking opportunities.

because without it, the first couple of days, nobody talks to each other," remarked Williams. "They get to know and understand their peers and that they're just like their contemporaries."

The following day, participants received a briefing on the 434th Air Refueling Wing at Grissom from Col. Doug Schwartz, 434th ARW commander, before diving into courses on the air expeditionary force cycle, force management and development, reserve officer development plans and promotions.

"A lot of the junior officers weren't aware of Grissom and the capability that it has," said Adams, adding that many of the students left amazed about how active the 434th ARW is in the middle of north-central

Indiana.

"It offered people a perspective from one of the busiest refueling wings in the Air Force Reserve that they may not have otherwise known," said 2nd Lt. Stephanie Creel, 434th Mission Support Group executive officer and JOLD student. "I personally learned a lot about career progression and about different ways to take control of my own career including the importance of officer development plans and finding a mentor."

On Saturday the students received senior leadership perspective briefings to include a presentation on generations from Col. Marshall Irvin, 94th Mission Support Group commander; on the total force from Brig. Gen. Udo McGregor, Joint Enabling Capabili-

ties Command vice commander, and on mentoring and communications from Williams.

Williams said those presentations allowed the students to see their leaders in a different light and how they could one day become one of them.

"It let them see that, 'hey, I put my pants on the same way,'" the general joked. "It's easy to have a mystical view of senior leaders, but we gave them an opportunity to get to know us and see a pathway for them to be a senior leader."

Williams also noted that being a good leader doesn't always mean one has to be a colonel or general.

"It's ok if you don't want to become a general officer, but there's a place out there for all of us to be leaders," he added.

After their Saturday morning sessions, the students then headed out to the field for teambuilding exercises, which included timed weapons assembly of M-4 Carbine rifles, extendable modular personnel tent building, self-aid and buddy care, and litter carrying of simulated wounded patients.

"The field exercise allowed them to utilize the leadership skills discussed in class," recalled Adams. "Even in the beginning of the course, the senior leaders tried to embed those things on how they should prepare for the field exercise, so it really was a culmination of everything."

The final day began with a senior enlisted panel, featuring four of Grissom's chief master sergeants. During the panel, the officer students gleaned information, perspectives and approaches from the enlisted senior leaders.

Sunday also provided a class in command philosophy from Lt. Col. Christopher Witter, 434th Security Forces commander, and a final briefing on senior leaders' perspective delivered by both McGregor and Williams.

Looking ahead, Williams said he hopes more junior officers and senior leaders take part in JOLD courses.

"It's a motivation course to get them excited about what's ahead, and we need to keep them going and get a lot more of our senior leaders involved," he concluded. "It's a two way street - for senior leaders, we get a lot of it as well as we interact with the junior officers."

ATC crisis, from page 2

traffic at a higher status, so they're normally controlling those guys going some distance, such as an aircraft traveling from Cleveland to Minneapolis-St Paul" said Bob Moore, 434th OSS airfield operations manager.

With ATC Zero in place at the CARTCC, Grissom and the other approach control facilities around the center stepped up to fill the enormous gap, said Moore.

"At that point, we went to what's called a tower-enroute plan," explained Lang. "That's where we push all the traffic down, route it through the approach control facilities, and avoid the center's airspace, because that's all uncontrolled."

Grissom ATC normally controls all commercial, civilian and military air traffic up to 10,000 feet between Chicago and Indianapolis, going as far west as Lafayette, Indiana, which is an area of more than 11,000 cubic miles.

Shortly after implementing that plan, the FAA also gave Grissom and the surrounding approach facilities responsibility for an additional 5,000 feet above their airspace, which created a 400-percent increase in the air traffic Grissom managed.

"We have air carriers that normally cruise at 30-35,000 feet that are now being pushed down into our airspace at 15,000 feet," said Peeper, who added that Grissom's ATC facility, which normally is open from 7 a.m. to 11 p.m. 365 days a

year has gone to 24-hour operations.

"Right now we're working through the night to control two sectors of Chicago Center's air traffic, and most of that is jet traffic going all over the country," he explained, adding that the volume of traffic is growing daily.

While increasing their air traffic at such a high volume might sound tough enough, it's a secondary affect that the CARTCC fire had that's causing a tremendous burden on controllers.

"On top of everything else, we have no automation to boot," said Lang, referring to a complex computer automation system at the CARTCC that transmitted flight plan data to the approach facilities for aircraft transiting their airspace. "Everything's a manual phone call, a manual hand-written strip, and a manual coordination of progress on an aircraft."

"We had to step backwards to the 1970s," added Moore. "We're gutting through it right now."

Where a computer system used to electronically monitor an aircraft's progress and notify controllers through a system of strips printed out to help them direct that aircraft, controllers are now having to pass that information along through a minimum of four separate phone calls for each aircraft.

"When you have to manually coordinate each and every flight plan, it's extremely time consuming," said Peeper.

"You might think at a

time like this being on the scope and controlling the aircraft would be the hard part, but that's actually the seat you want to be sitting in even though you're busier than all get out," added Lang. "It's sitting in the role as the assist with all the manual coordination that's the hardest part."

For each controller on duty at Grissom, there is an assist who helps with tracking the aircraft, and in this case, takes care of the manual coordination.

While word-of-mouth operations may seem a bit scary to some, all three Grissom ATC specialists said air travel is just as safe today as it was the day before the fire.

"[The FAA] opened up a command center with an open phone line that is still ongoing to this day and facilitates communications with all the FAA facilities in the area," said Lang. "Somebody is listening to everybody, so if something gets missed, it will get caught."

Also, helping keep the skies safe and sound is the tremendous amount of experience at Grissom.

"The good thing is that Grissom is made of a lot of great people who are really experienced," explained Peeper. "Most controllers, when they come here, they arrive with six to 10 years of experience, which has really helped out."

"Some of these people have been doing this for 20 to 40 years," added Moore. "They were able to come in Friday and really step their game up."

On top of the sheer number of years behind

the scopes, many of Grissom's controllers are also prior military and have experience working in environments without the comforts of modern automation, said Lang.

"I served as a Marine in Japan and several of us served overseas with the Air Force or Army where we worked in similar environments," added Peeper.

Despite a high-level of experience, the recent events have pushed Grissom's ATC to its limits with manpower.

"We're juggling schedules, and it's pushing overtime, obviously, but we're able to maintain with the controllers we have -- it's tight, but everyone, including Bob and I and the rest of the ATC staff, are strapping on a headset and working as well," said Lang. "We've got an extremely talented group who are all experienced, and now they're just showcasing what they can do to support the NAS."

Not only have Grissom's ATC controllers supported the NAS at a critical time, they also continued to support the vital military mission at the north-central Indiana base.

"We're still supporting the wing's air refueling operations," said Lang. "We had to redirect some routings initially, but that mission never faltered."

While the situation is still ongoing, Grissom's controllers said they're happy to continue to work hard to help get the NAS back up to 100 percent.

"When this kicked off on Friday, we contacted

Under watchful eye Grissom Airmen step up to defend base



U.S. Air Force photo by Staff Sgt. Ben Mota

Senior Airman Dillon Easley-Frederickson, 434th Civil Engineer Squadron firefighter, defends himself as Senior Airman Kelsey McFadden, 49th Aerial Port Flight aerial port specialist, simulates an aggressive attack during a field-training exercise at Grissom, Aug. 11.

By Staff Sgt. Benjamin Mota
Public Affairs staff

The right attitude fueled by the wingman concept led more than two dozen Airmen to accept a challenge that was far from their primary duties in order to keep Grissom safe.

Twenty-five reservists from around the 434th Air Refueling Wing recently took part in a week-long security forces augmentee training here designed to hone their combat training skills and help aid the 434th Security Forces Squadron during various missions.

"A positive attitude with a warrior mindset is not optional," said Master Sgt. Robert Delee, 434th Security Forces assistant training manager. "These augmentees will work side-by-side with security forces in protecting assets and personnel."

To meet manning requirements, four 434th SFS instructors put Airmen from the 434th Aerospace Medicine Squadron, 434th Civil Engineer Squadron, 434th Communications Squadron, 434th

Logistics Readiness Squadron and 49th Aerial Port Flight through a one-week, jam-packed augmentee training course.

"The augmentee program is designed to assist security forces personnel for a variety of reasons including exercises and inspections, that require additional personnel," said Master Sgt. Ralph Ross, 434th Security Forces training manager. "We rely on help from base personnel during these times of need to ensure that Grissom has an adequate amount of staff to complete the mission."

The condensed training program consisted of several tasks including basic security forces concepts, weapons qualification, use-of-force, flight-line security, handcuffing techniques, team tactics, searches and more, explained Ross.

"The training involves many hours with hands-on training and weapons firing that most, if not all, trainees enjoy because it breaks up the classroom portion of the training that is used to teach security forces principals and policies," said Delee.

In addition to the demanding portion of the classroom training, trainees must also be physically and mentally capable of supporting the security forces mission, explained Delee.

"People interested in becoming a security forces augmentee must be physically and mentally prepared to perform 12-plus-hour days in all-weather conditions," he said. "They have to be flexible and ready to adapt to mission requirements as changes occur."

"In the beginning, I was not sure what to expect, but overall I was extremely impressed," said Senior Airman Dillon Easley-Frederickson, 434th Civil Engineer Squadron firefighter and security forces augmentee. "The training taught me a lot; it gave me a new perspective of the critical mission of security forces and their role at the base."

The role of security forces in one that all augmentees trainees can now partake in due to a 100 percent pass rate of the class, said Delee.

(Editor's note: Senior Airman Jami Lancette, 434th ARW public affairs, contributed to this article)

Grissom Marines kick off Toys for Tots

By Tech. Sgt. Douglas Hays
Public Affairs staff

There are only so many days before Christmas, and the Marines at Grissom are wasting no time in getting in the festive spirit.

The 2014 Toys for Tots drive began Oct. 1, with Marines from Detachment 1, Communication Company, Combat Logistics Regiment 45, 4th Marine Logistics Group making contacts with stores and putting donation boxes in place.

The mission of the Toys for Tots program is to collect new, unwrapped toys during October, November and December each year, and distribute those toys as Christmas gifts to less-fortunate children in the community in which the campaign is conducted.

Marine Sgt. Javier Medina is spearheading the local initiative for the 2014 drive which will begin with participation a Kokomo First Friday event Oct. 3.

First Friday events are held from 5:30 to 9:30 p.m. on the first Friday of each month where the downtown district of Kokomo opens up to support local businesses and lets people see what the town has to offer.

Piggybacking on that effort allows the Marines to jump start the drive in a home-grown effort, Medina said.

“Our goal is to give toys to about 6,000 children,” he added. “We hope to send a message of hope to less fortunate youngsters that will assist them in becoming responsible, productive and patriotic citizens.”

To meet the goal, the Marines are counting on donations from the local community to help make the season bright for area children.

“People are encouraged to donate new unwrapped gifts in any of the collection boxes in their area,” said Medina.

The boxes will be picked up Dec. 15 and sorted for distribution Dec. 18-19.

Those wanting to make a monetary donation can do so at any time, he added.

“We’re responsible for collecting and distributing toys in a seven area counties,” said Medina. Those include Howard, Miami, Grant, Cass, Fulton, Wabash and Tipton counties.

It’s a pretty large area to cover, especially without the help of eight magic reindeer, he joked.

On base, Grissom members can place items in a box located at the Base Exchange or bring them directly to the Marine Corps Reserve building on Leatherneck Drive.

The Toys for Tots program began in 1947 when Maj. Bill Hendricks, a Marine Corps reservist founded Toys for Tots in Los Angeles. During that first campaign 5,000 toys collected with the first toy being a handmade doll.

In 1995, the Secretary

of Defense approved Toys for Tots as an official activity of the Marine Corps and an official mission of the Marine Corps Reserve.

Each year Marines located at Grissom have continued to support the program.

For more information on how to support the Toys for Tots initiative, contact Medina at 688-4405.

The Marines at Detachment 1 are tasked to install and operate a combat service support operations center in a tactical environment.

“We hope to send a message of hope to less fortunate youngsters that will assist them in becoming responsible, productive and patriotic citizens.”

- Marine Sgt. Javier Medina



U.S. Air Force graphic by Tech. Sgt. Mark Orders-Woempner

Sixteen graduate NCO leadership course

By Tech. Sgt. Mark Orders-Woempner
Public Affairs staff

Sixteen noncommissioned officers recently completed training designed to foster leadership skills to become more effective NCOs.

An Air Force Reserve NCO Leadership Development Course was held here Sept. 8-19.

"The course is designed to bridge the gap between Airman Leadership School and the NCO Academy," said Tech. Sgt. Debra Wilson-Strong, 434th Air Refueling Wing education and training assistant chief.

The 10-day course combined college level management and leadership instruction with a military practical, experimental and hands-on application.

The classes are taught



U.S. Air Force photo by Tech. Sgt. Mark Orders-Woempner

Sixteen graduates of an Air Force Reserve Noncommissioned Officer Leadership Development Course along with their instructors pose for a photo at Grissom Sept. 19.

by both civilian college and military instructors, who covered various topics such as the roles of leadership and management, communication, stress management and team building.

"It's an exciting course," Wilson-Strong added,

"And, we hope students retain and apply what they learn."

During the graduation ceremony Col. Scott Russell, 434th Mission Support Group commander, and Chief Master Sgt. Karen Perkins, 434th ARW command chief,

spoke to the graduates and presented them with their certificates of completion.

Fourteen of the 16 students were from Grissom, while two were from the 924th Maintenance Squadron at Davis-Monthan Air Force Base, Arizona.

Global access can also mean global cyber crime

Airman 1st Class Zade Vadnais
18th Wing Public Affairs

KADENA AIR BASE, Japan -- October is National Cyber Security Awareness Month, which has become increasingly important in recent years as global Internet use continues to grow exponentially.

It is estimated that about eight new users access the Internet every minute as technology spreads to developing countries. On average, there are one million victims of cyber-crime across the globe every day, and most of them are new Internet users who could have avoided the attack if they were more educated on cyber security.

"The goal of cyber awareness month is to take steps to make sure you are not one of those victims in your professional network life and your home network life," said 2nd

Lt. Kristoff Kalau, 18th Communications Squadron officer in charge of cyberspace support systems.

According to Kalau, the most common and easily detected cyber-crime is phishing. Phishing is a malicious attempt by hackers to acquire sensitive information, such as passwords and credit card numbers, through electronic media. Hackers often pretend to represent a bank or other trusted source in order to lure victims into disclosing information the hacker can then use to access their finances.

Kalau said the most common indicator of a phishing email is spelling and grammatical errors, which would likely not be found in an official email from a reputable organization to its customers. Unreasonable time limits are common as well, as hackers often try to panic users into disclosing sensitive information by

claiming their credit card will be deactivated or their credit score will be negatively impacted if they do not act immediately.

Users who suspect they have received a phishing email in their work inbox should take action immediately to ensure the incident is logged and the threat can be monitored. The squadron-level information assurance officer can take the information from the email and forward it to the wing IAO, who will compile base-wide statistics and determine what action needs to be taken.

"It is purported that this is a \$113 billion industry across the globe," Kalau said. "It's very serious because it can attack your personal finances, your work relationships, destroy your personal life, cause embarrassment; things that ultimately make you less capable of performing your job." (AFNS)

Air Force Leaders sign TFAM

By Jennifer Cassidy
Secretary of the Air Force
Public Affairs

Senior Air Force leaders signed a Total Force Aircrew Management charter Sept. 18, during the Aircrew Summit at Joint Base Andrews, Maryland.

Secretary of the Air Force Deborah Lee James, Chief of Staff of the Air Force Gen. Mark A. Welsh III, Director of Air National Guard Lt. Gen. Stanley E. Clarke, and Chief of Air Force Reserve Lt. Gen. James A. Jackson, signed the TFAM charter, establishing a new total force division.

Under the Operations, Plans and Requirements (A3) directorate, TFAM will integrate the management of the active-duty, Air Guard and Reserve aircrew resources to maximize total force

readiness.

"TFAM will provide cost savings and efficient solutions like continuum of service and more balanced allocation of resources and training," James said. "This will allow more effective use of our Guard and Reserve, which is critical to meeting our nation's needs."

Before TFAM, each component used its own model, in separate locations, to manage officers and career enlisted Airmen who fly and make up the aircrew force. TFAM will enable use of a single agreed-upon model, in one office, to make training and resource decisions, provide policy guidance, and make integrated recommendations to solving problems like aircrew shortfalls.

"This just makes good sense," Welsh said. "TFAM will allow us



U.S. Air Force photos by Scott Ash

From left, Lt. Gen. Stanley E. Clarke, director, Air National Guard, Deborah Lee James, Secretary of the Air Force, Gen. Mark A. Welsh, III, Air Force Chief of Staff, and Lt. Gen. James F. Jackson, chief of the Air Force Reserve, sign the charter which integrates Total Force Management of resources across the active duty, Guard and Reserve.

to manage our aviation career field, ensuring a return on investment on training and experience of this important resource across the components."

The Aircrew Summit convenes annually to review progress of ongoing initiatives and make strategic planning and resource allocation

decisions. The theme of this year's summit was 'Managing the Air Force as a Holistic System.' Welsh chairs the summit, which is attended by the flying major command commanders, the ANG director, Chief of the Air Force Reserve and select air staff senior leaders. (AFNS)

Grissom announces enlisted Airman promotions

By Senior Airman Jami Lancette
Public Affairs staff

Twenty-five enlisted Airmen from the 434th Air Refueling Wing recently earned their next stripe.

The following Airmen received promotions:

To master sergeant:

- Jessie Rood, 72nd Air Refueling Squadron
- Michael Young, 434th Maintenance Group

To technical sergeant:

- Andrea Krauth, 434th Force Support Squadron
- Matthew Mavrick, 434th Maintenance Squadron
- Joseph Strohmeyer, 434th Aircraft Maintenance Squadron
- Nathan Welch, 434th Communications Squadron

To staff sergeant:

- Elias Alanis, 434th Civil Engineer Squadron
- Stephen Mackenzie, 49th Aerial Port Flight
- Derek Sanford, 434 CES

- Chase Sprunger, 434th MXS
- James Wagner, 434th Aerospace Medicine Squadron
- Michael Willis, 434th Security Forces Squadron

To senior airman:

- Diego Banuelos, 434th CES
- Jesse Crow, 434th ARW
- Frederick Golden, 49th APF
- Beth Kolb, 434th AMDS
- Terrence McGrew, 434th FSS
- Rogerito Miravetedisantis, CES
- Desiree Mundt, 434th AMDS
- Chaz Payton, 434th AMXS
- Scott Plough, 434th CES
- Larrick West, 434th MXS
- Shenoa Woods, 434th Operations Support Squadron

To airman first class:

- Nino Harden, 434th Logistics Readiness Squadron
- John Harlow, 49th APF