Outlook

Weekend

50th Services Division at Festival Dec. 9.

Volunteers needed!

Communications Squadron, at Powell, 50th Space

Representative or 2nd Lt. Andrew

tact your squadron ticket rep-

Dress is casual. Prices

 Volunteers will offer free

on-site child care. Dress is casual. Prices

begin at $5 for Airmen in E-1 and E-2 pay grades.

For more information, contact your squadron ticket representative or 2nd Lt. Andrew Powell, 50th Space

Communications Squadron, at 567-4057.

Holiday Party tickets

Today is the last day to buy a ticket for the 50th Space Wing’s 2006 Holiday Party. The party will be held Dec. 2 at the Peterson Air Force Base Officers Club with cocktails beginning at 6:30 p.m.

The Air Force Academy Band’s Blue Steel will provide entertainment.

 Volunteers will offer free on-site child care. If you feel “buzzed,” don’t get behind the wheel. Call SS- NO DUI, a taxi, a family member or a Wingman.

Family members came out to Peterson AFB to wish their Airmen farewell.

“It’s close enough that it gets us in,” Sergeant Brawn said.

The mobile support trailer, containing additional equipment and spare parts for the mobile mission, was loaded next.

“We loaded it in the required time and got the flight off on time,” Captain Lancaster. “That’s important because the last thing you want to do is delay the crew.”

Minutes after the loading ramp closed, the C-17 taxied into position and took off, carrying its satellite command-and-control cargo westward.

The C-17’s most precious cargo was certainly not GM-3, but rather a six-member 4th SOPS mobile satellite C2 team that will provide secure space-based communication to war fighters worldwide in support of the Global War on Terrorism.

The 4th SOPS Airmen will spend the holidays in their deployed location, along with many other Air and Space Expeditionary Force Airmen.

Family members came out to Peterson AFB to wish their Airmen farewell.

“We physically moved GM-3 (into a C-17) for the first time,” Captain Lancaster said. “It worked well for us and for the Air National Guard unit flying the aircraft.”

“This is a part of our satellite C2 mission—and a way of delivering combat effects—that we’re very proud of,” said Capt. Chris Bendig, chief of 4th SOPS’ mobile operations crew.

Learn more about Islam

Scheiweer is invited to learn more about the religion of Islam during a military education seminar Monday at 10:30 a.m.

The U.S. Air Force Academy’s Chaplain Al-Mubarak, an imam and one of the Air Force’s leading experts on Islam, will present information on terms such as Sunni, Shia, jihad, Sharia Law and more.

For more information, contact Capt. Kevin Michaelesen, 22nd Space Operations Squadron, at 567-2851.

Buzzed? Catch a ride

The Health and Wellness Center and the Drug Demand Reduction Program here encourage everyone to drink responsibly and drive safely this holiday season.

According to the National Highway Traffic Safety Administration, as many as 50 lethal crashes per day are a result of drunken driving.

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Volunteers are needed for this year’s Children’s Holiday Festival Dec. 9.

To volunteer or request more information, call the 50th Services Division at 567-4746.

News Briefs

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Navajo code in WWII was never broken

Creating a Code

Early in 1942, Mr. Johnston met with Marine Maj. Gen. Clayton Vogel, commanding general of Amphibious Corps, Pacific Fleet, and his staff to convince him of the Navajo language’s value as code. Mr. Johnston staged tests under simulated combat conditions, demonstrating that Navajos could encode, transmit and decode a three-line English message in 20 seconds. Convinced, General Vogel recommended to the commandant of the Marine Corps that the Marines recruit 200 Navajos.

In May 1942, the first 29 Navajo recruits attended boot camp. Then, at Camp Pendleton, Calif., this first group created the Navajo code. They developed a dictionary and numerous words for military terms. The dictionary and all code words had to be memorized during training. Once a Navajo Code Talker completed his training, he deployed to a Marine unit in the Pacific theater.

When a Code Talker received a message, what he heard was a string of seemingly unrelated Navajo words. The code talker first translated each Navajo word into its English equivalent. He then used only the first letter of the English equivalent in spelling. Thus, the Navajo words “woh-la-chee” (ant), “be-la-sana” (apple) and “tsu-nil” (axe) all stood for the letter “a.”

Not all words had to be spelled out by letter by letter. The original code’s developers assigned Navajo words to represent about 450 frequently used military terms that did not exist in the Navajo language. For example, “besh-lo” (iron fish) meant submarine, “duh-vat-hi-li” (hummung-bird) meant fighter plane, and “dehbe-li-zine” (black street) meant squad.

Success in the Pacific

The Code Talkers earned praise for their skill, speed and accuracy throughout the war. At Iwo Jima, Maj. Howard Connor, 5th Marine Division signal officer, declared: “Were it not for the Navajos, the Marines would never have taken Iwo Jima.” Major Connor had six Navajo code talkers working around the clock during the first two days of the battle, sending and receiving more than 800 messages without error.

The Navajo language and code baffled the Japanese army’s skilled code breakers. Japanese Lt. Gen. Setsuo Arisue, chief of intelligence, said that while the Japanese could crack the Army and Army Air Corps’ codes, they never deciphered the code used by the Marines.

The Navajo remained largely unrecognized in the United States for nearly 50 years due to the continued value of their language as a classified code. The Department of Defense honored their contributions to World War II in a ceremony Sept. 17, 1992, at the Pentagon.

Native American efforts not forgotten

LT. COL. ERIC BREWINGTON
23rd Contracting Squadron

During World War II, Native American zeal to serve the country was so great that, according to U.S. Army officials, the draft would not have been necessary if the country’s registration had enlisted in the same proportion as did Native Americans.

Navajo Americans began enlisting in the late 1930s when the Armed Forces began to mobilize. They were ready to fight for our country, people and families. These great men were mere boys at the time of their calling. Many never left their reservation or ventured far from their Native American communities before, yet they were proud and eager to serve.

Many Navajo Americans would come home on leave sporting their new uniforms, and sharing their adventures of meeting people from all over the country. The result was that 99 percent of all eligible Native Americans registered for the draft, setting a national standard. In fact, many Native Americans who were not even old enough to serve found a way into military service.

There were choices for Native Americans outside of military service. “If you were a farmer, you didn’t have to go into service,” said James Johnson, who is part of the Lumbee Tribe and served in the Navy from 1943 to 1946. “But many of the Native American boys felt obligated to join our buddies and fight. That’s why I begged and had a little help to get in.”

Mr. Locklear served on the battleship USS New Mexico and first saw combat at the age of 17. On Dec. 7, 1941, there were 5,000 Native Americans in the service and by the end of the war, more than 44,500 Native Americans served in uniform—24,521 from reservations and 20,000 from nonreservation communities. The combined total was more than 10 percent of the Native American population, and one-third of the able-bodied men from 18 to 50 years old. Some Native American men were so eager to fight, they stood in line for hours—during all types of weather—just to sign their draft cards.

“I spent my own money to ride a bus for two hours one way just to see a recruiter, because no one really knew the difference between the Navy, Marines and Army,” said James Maynor, who is a World War II veteran and native of the Lumbee Tribe.

One-fourth of the Mescalero Apaches in New Mexico and nearly all able-bodied Chippewas at the Grand Portage Reservation enlisted because they did not want to wait for their draft numbers. In early 1942, the Navajo Tribal council called a special convention attended by 50,000 Native Americans to dramatize their support for the war effort.

Tuscaroras, Onondagas, Senecas, Cayugas, Onondagas, Chippewas and the Sioux Nations united and declared war on the Axis powers. More than 300 Native Americans first saw action in the Pacific, including a descendant of famed Geronimo, who took part in the defense of Batan and Corregidor.

The Corps welcomed Native Americans into their ranks primarily because of the warrior reputation and spirit it. The Army’s famed 45th “Thunderbird” Infantry Division had the highest proportion of Native American soldiers of any division—more than 2,000 men.

Large numbers of Native Americans experienced the non-Native American world for the first time. As a result, some returning veterans went through purification ceremonies to return to their normal lives. Many Native Americans make the transition, and through assimilation, learn to live successfully in both worlds.

Others continue to live on reservations and Native American communities in order to preserve the traditional way of life.

Many of us have found that it is the military that provided a successful balance between both worlds.
Base offers performance management course

Ed Parsons
50th Space Wing Public Affairs

With less than two months to go until the National Security Personnel Service begins at Schriever, non-bargaining federal civil service employees are encouraged to take control of their careers by attending the eight-hour Performance Management courses for employees and supervisors which began on base last week.

"Unlike the legacy system which ends today, under NSPS an employee will have a say in the criteria by which he or she will be evaluated," said Herbert Poiro, Jr., 50th MSS Civilian Personnel Flight chief. "This course shows how this is accomplished."

This training session, along with the NSPS 101 and Human Resources training, are required for all non-bargaining civilian employees and their supervisors.

"From the beginning, our objective has been to make all the information available for everyone," Mr. Poiro said. All training from NSPS 101 to the Performance Management courses need to be completed by mid-January 2007. NSPS will begin at Schriever Jan 21, 2007.

"For supervisors, the course is important because it will help them to work with their employees in determining work objectives and get teamwork and focus in accomplishing mission needs," she said.

The employees' performance management course still has openings Jan. 11. Seats are still available for the supervisors' course Dec. 15, 18 and 21, Jan. 5, 12, 16, 19, 23 and 26.

Each class is limited to 15 participants.

All classes are in the DeKok building. To enroll, contact Frank Villagra at 567-5769.

The performance management courses are being offered to supervisors and employees with each course covering the same material. The eight hour courses are "hands-on" where participants use work requirement samples and fill out appropriate work evaluation forms.

Each course will begin at 7:30 a.m. and last until approximately 4:30 p.m.

"The performance management course is important for employees because they now have a lot more ability to participate in determining what they're doing and knowing how their work affects the mission," said Susan Love, a course instructor.

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What's covered in NSPS Performance Management?

The NSPS Performance Management courses cover the following basic areas:

- Understanding the performance management system
- Understanding the rating process and factors used in evaluating performance
- Identifying how to succeed by meeting project and organizational needs in support of mission, goals and results
- Tracking and recording individual performance against activity goals during the reporting period
- Developing performance-based objectives
- Developing communication skills to effectively participate in performance-based discussions
- Understanding the rating procedure and design and how it relates to pay pool participation.
1st SOPS early orbit support critical to satellite missions

Staff Sgt. Don Branum
50th Space Wing Public Affairs

How does a Global Positioning System satellite make it from the ground into a 12,000-mile orbit?

The 45th Space Wing at Patrick Air Force Base, Fla., is in charge of the first 68 minutes of the trip; after that, they hand the reins to the 1st Space Operations Squadron here.

“We take over as soon as the satellite separates from the (rocket’s) third stage,” said Lt. Col. Thomas Meyer, 1st SOPS director of operations. “From there until we hand the vehicle in its near-final orbit to 2nd SOPS, we take care of everything.”

The stretch of five to seven days when 1st SOPS has satellite control authority, or SCA, is the most important period of time in a satellite’s life. In that short time, the satellite will maneuver more—and spend more fuel—than any other time in its operational life.

In the case of GPS IIR-16(M), which launched Nov. 17 from Cape Canaveral Air Force Station, Fla., the critical few days began as the satellite separated from its Delta II rocket over the Pacific Ocean. Space systems operators at 1st SOPS made contact when the vehicle came within range of the Air Force Satellite Control Network’s facility on Oahu Island, Hawaii.

“The first acquisition is always key,” Colonel Meyer said. “That’s when we establish that it’s in the right orbit, get an initial state of health and begin the ‘turn-on’ processes.”

The “right” orbit, which the GPS satellite achieves within hours of launch, is a highly elliptical path that is more than 11,000 miles above the earth at apogee and just a few hundred miles away at perigee.

The orbital analysis shop in 1st SOPS calculates the satellite’s precise orbit.

“Orbital analysis is a big part of this,” Colonel Meyer said. “We can’t point antennas or know when to conduct satellite supports without knowing where and in what orientation the satellite is.”

Knowing the satellite’s precise orbit is also crucial to the next step: an apogee kick-motor burn, or AKM, that devours 2,011 pounds of fuel in 55 seconds in the satellite’s equivalent of full afterburner. If operators were to conduct the AKM at the wrong point in the satellite’s orbit, it could become a multi-million dollar piece of space debris.

GPS IIR-16(M)’s AKM, in contrast, was a textbook example of accuracy. The procedure of moving the satellite into a permanent orbit allows for a number of corrective maneuvers after the AKM—maneuvers 1st SOPS did not have to perform.

“It’s exciting for us because the AKM was on-target,” Colonel Meyer said.

Once the satellite reaches a more circular orbit, 1st SOPS operators send it commands to slow its spin: from 55 rotations per minute to 10, then from 10 to 1.3 RPM. The vehicle’s solar panels deploy next, slowing its rotation further.

From there, the satellite achieves attitude control: the solar panels lock onto the sun, the vehicle locks onto the earth, and the satellite stops spinning altogether.

Satellite operators begin turning on the vehicle’s sensors and systems once the vehicle’s attitude is stable.

“It’s just turning on boxes at that point,” Colonel Meyer said.

The final activation sequences, and maybe a few drift rate adjustment maneuvers, are the final steps of preparing the satellite for handoff to 2nd SOPS.

“Jove hand over SCA, it will be in a configuration in which 2nd SOPS can take it and run with it,” Colonel Meyer said. “We’ll give them SCA but we’ll ‘tweak’ the satellite’s orbit for them over the next couple of weeks.”

An informal ceremony surrounds SCA transfer from 1st SOPS to 2nd SOPS. The two squadrons are located across the hall from each other, and Airmen from both units come out to observe a ritual football handoff—or throw, in this case.

Although the business of early orbit takes place in 1st SOPS’ facilities here, it takes a total-force team to raise a satellite. In Florida, 45th SW coordinates the rocket science of getting the satellite into orbit.
Here, Airmen from 7th SOPS, the Air Force Reserve associate unit for 1st SOPS, work alongside their active-duty counterparts on 1st SOPS’ operations floor. “I’m extremely proud of how the team has worked throughout this entire launch,” Colonel Meyer said.

Contractors with Lockheed Martin and Aerospace Corporation both provide technical know-how in the technical adviser shop adjoining the operations floor.

“This is the hub,” Colonel Meyer explained. “Data from the floor comes back here. Lockheed Martin contractors talk to people at the factory who designed and built the satellite, who are ready in a second if something goes wrong in orbit.”

Capt. William Dexter, a space vehicle operations director with 1st SOPS, was the focal point of information flow between operators and technical advisers for the GPS IIR-16(M) mission. He also handled behind-the-scenes support before the launch, such as making sure crewmembers can talk to satellites via the AFSCN before the vehicle leaves the ground.

Colonel Meyer also spoke highly of 22nd SOPS’ work in scheduling support for launch and early orbit. Bad weather at Cape Canaveral had delayed the launch of GPS IIR-16(M) by a couple of occasions.

“They (22nd SOPS) were very helpful because they’ve been very flexible and agile in their support,” Colonel Meyer said.

Without Airmen, reservists, government civilians and contractors working side by side, the 12,000 mile trip would never take its first step.

Here, Airmen from 7th SOPS, the Air Force Reserve associate unit for 1st SOPS, work alongside their active-duty counterparts on 1st SOPS’ work in scheduling support for launch and early orbit. Bad weather at Cape Canaveral had delayed the launch of GPS IIR-16(M) by a couple of occasions.

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50th gets Sabres, begins tour at Hahn AB

From Master of the Sky to Master of Space:

Editor’s note: As the Air Force prepares to celebrate its 66th anniversary in 2007, a look back at the 50th Space Wing’s journey is appropriate. Over the next 12 months, the Satellite Flyer will publish articles describing the wing’s distinguished past. This is the third article in the series.

Randy Saunders
50th Space Wing Historian

While construction continued at Hahn Air Base, Germany, in 1952, the Air Staff redesignated the 50th Fighter-Interceptor Wing as the 50th Fighter-Bomber Wing and placed it in active status Nov. 15. The Air Staff assigned the wing to the Tactical Air Command for activation, which occurred Jan. 1, 1953.

Meanwhile, the 50th Fighter-Interceptor Group activated as the 50th Fighter-Bomber Group (later renamed 50th Operations Group) and became the wing’s primary combat element. The group consisted of two of its original World War II squadrons: the 10th and 81st Fighter Squadrons.

Originally assigned to Clovis (later Cannon) Air Force Base, N.M., for training, the wing resumed flight operations in the F-51 Mustang. Before long, the wing replaced its propeller-driven Mustangs with jet-powered, F-86F Sabres. As the conversion to the F-86F continued in the spring and early summer of 1953, crews and maintenance personnel continued their training in the Sabre. Once training levels for pilots and aircrews had reached operational levels, the 50th FBW began preparations for its move to Germany.

Sailing from Galveston, Texas, to Bremerhaven, Germany aboard the USNS General M. B. Stewart, the 50th FBW began its first Atlantic crossing; it was the third such trip for the 50th FBG. From Bremerhaven, 50th FBW moved by rail to its new home at Hahn AB, completing the journey in August 1953, and reported to its new headquarters, 12th Air Force.

At Hahn AB, the wing completed its fighter squadron complement with the assignment of the 417th Fighter Squadron. Although the 417th FS was not one of the 50th Fighter Group’s original units, the squadron had been stationed with the group at Giebelstadt, Germany, during the final days of the war. Soon thereafter, 50th FBW became the first tactically operational Air Force wing in 12th Air Force’s jurisdiction.

The movement of 50th FBW and its F-86F aircraft to the European mainland was one of several events that revealed and responded to a worsening of American-Soviet relations. The former allies deeply felt a mutual distrust and uneasiness that came to characterize a Cold War that would last nearly 40 years.

The buildup of American forces in Europe sought to quell any Soviet expansionist interests in the region by strengthening NATO, thereby demonstrating Western resolve to disallow any expansionist political or military activities.

Arriving at Hahn AB under the command of Col. Wallace Ford, the wing delayed unpacking all but its mission-critical cargo and put off other routine activities to participate immediately in Exercise Monte Carlo. The purpose of this staged combat employment drill was to illustrate the power and capability of the European allies’ air defense forces. During the brief operation, 50th FBW’s air crews flew 124 simulated aggressor combat sorties, including 52 in only four hours.

In line with a stepped-up training program, which United States Air Forces in Europe initiated in 1954, 50th FBW aircrews flew six weeks at the Wheelus Field range in Tripoli, Libya, to improve their air-to-air combat and ground attack skills.

Demonstrating their prowess in both facets of their mission, the F-86F crews of 50th FBW flew 3,062 effective sorties in those six weeks and scored higher in both air-to-air and air-to-ground events than any other unit assigned to 12th Air Force.

By 1955, USAFE had initiated an annual, command-wide aerial gunnery competition at the Wheelus Field ranges. During the first such event, held July 30, 1955, the "straight shooting" pilots of 50th FBW improved upon their achievements of the previous year, taking top honors in the command.

While the victory at the gunnery competition was still fresh, the wing began modernizing its aircraft fleet. The first of the wing’s new F-86H Sabres arrived at Hahn AB Oct. 21, 1955. Conversion continued throughout the winter of 1955 and spring of 1956, ending in May.

While 50th FBW prepared for and converted to the F-86H, the wing expanded its mission responsibility to include supporting 12th Air Force’s 7382d Guided Missile Group. The wing had previously supported the 69th Tactical Missile Squadron at Hahn, which operated the TM-61 “Matador” missile.

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Interagency cooperation improves space comm

Tech. Sgt. Kate Rust
Air Force Space Command Public Affairs

Air Force Space Command and the National Reconnaissance Office seek to improve interagency cooperation between space agencies by conducting a senior officer and a senior civilian exchange between AFSPC and the NRO headquarters in Chantilly, Va.

Several military and civilian agencies support the nation’s space program, but coordinating communications, acquisition and planning can be problematic because they operate independently using separate “stovepiped” systems.

 Maj. Gen. John “Tom” Sheridan, program executive officer and system program director of the Air Force Space Radar Program, was selected as NRO deputy director and began serving in this position July 31. NRO develops, builds and operates the nation’s reconnaissance satellites.

The importance of strengthening interagency ties relates to our most valuable resource: people,” General Sheridan said. “We are all on the same national security space team. This new agreement allows for both organizations to collaborate on a number of space professional development efforts as we continue to mature our space force, develop our acquisition core expertise, and compliment one another in a variety of other areas.

Bruce Wilson came to AFSPC from the NRO in September and became the deputy director of Air, Space and Information Operations. With 24 years of combined experience in space systems operations, maintenance, engineering, development, acquisition and program management, Mr. Wilson now serves as the senior NRO advisor to the AFSPC commander.

“The challenge is not so much getting the organizations to work together, but to try and integrate their information systems where the data results come from—those architectures,” said Mr. Wilson. “That’s certainly been one of Dr. Kerr’s initiatives (Dr. Donald Kerr, NRO director). How can we get the data we generate on the intelligence side out to the war-fighting commanders in a more timely manner?”

“We’re taking the first steps now, getting organizations working together,” he said. “The next step is (determining) what kind of acquisition development we need to do to tie together the information infrastructure so that all information data is available to the war-fighting commanders. The operations tempo really relies on space-based information for all ops planning and for all mitigation and understanding of what’s going on out on the battlefield.”

In an article written for AFSPC High Frontier Journal, Lt. Gen. C. Robert Kehler, deputy commander of U.S. Strategic Command, explained some of the organization’s changes and the philosophy behind them.

“We are ... formalizing the relationships between the Joint Functional Component Command for Space and our interagency and commercial partners,” General Kehler writes. “Specifically, we are enhancing our operational relationships with the National Reconnaissance Office, National Geospatial Intelligence Agency, (NASA) and the National Oceanographic and Atmospheric Agency. Strengthening these ties will enhance information sharing among the organizations and is expected to provide a more comprehensive decision-making process.”

“Working together is not new for the national space security agencies. General Sheridan pointed out that the Air Force and NRO have been partners for many years. “From the Cold War to the Global War on Terrorism, our professionals have been working closely together to support a wide variety of end-users from the intelligence community and the Department of Defense,” he said. The unique aspect is working with the many mission partners, including the intelligence community, DOD, legislative and industry (partners).

Both General Sheridan and Mr. Wilson are well-qualified for their new responsibilities. The general, who was the AFSPC Director of Requirements from June 2002 to May 2005, has spent a third of his career in the NRO. “There have been remarkable strides made in the areas of people and mission success,” he said. “I’ve made it a priority to get out to the individual directorates to meet the team and learn about areas where I may be of assistance.”

Mr. Wilson’s most recent assignment was leading acquisition and system planning of one of the NRO’s highest priority collection programs.

“I’m really looking forward to see how we can ... combine NRO (and) Air Force capabilities to better enable our combatant commanders to do their job,” Mr. Wilson said. This exchange supports the recently released National Space Policy, which states in part: “Departments and agencies shall capitalize on opportunities for dynamic partnerships—whether through collaboration, information sharing, alignment or integration.”

The full text of the National Space Policy is available via the Schriever public Web site’s library. www.schriever.af.mil/library.
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New aggressors expand training capabilities

Staff Sgt. Todd Lopez
Air Force Print News

Unit changes at Nellis Air Force Base, Nev., and Eielson AFB, Alaska, have resulted in two wings that together create better opportunities for Air Force pilots to train for combat against potential adversaries.

In January, the 65th Aggressor Squadron was reactivated under the 57th Adversary Tactics Group at Nellis AFB. The 65th AGRS, an F-15 Eagle unit, is a sister squadron to the existing 64th AGRS, an F-16 Fighting Falcon unit. About 2,300 miles north, at Eielson AFB, Alaska, the 354th Operations Group is also adding an aggressor squadron. There, the 18th Fighter Squadron is preparing to swap its current fleet of Block-40 F-16 Fighting Falcons for the Block-30 version. In October 2007, the unit will change its name to the 18th AGRS.

An aggressor squadron such as the 65th AGRS acts as a training aid for other military aircraft. Aggressor squadron aircraft are flown by pilots specially trained to act as enemy aircraft during air combat exercises. While Air Force aggressor pilots fly aircraft such as the F-16 and the F-15, during exercises they fly as though they are in adversary aircraft, and they only use aircraft capabilities that would be available to enemy pilots.

The most visible use of that training comes during exercises called “Red Flag - Nellis” and “Red Flag - Alaska.” In those exercises, “friendly” blue forces, the participating units, fly against “hostile” red forces—the aggressor squadrons—in mock combat situations.

In the past, only Nellis hosted Red Flag exercises. With two Air Force bases now in combat situations, the 354th and 26th Space Aggressor squadrons stationed at Schriever provide realistic opposing-force space effects such as jamming navigation signals and satellite communications.

Red Flag exercises at Nellis Air Force Base, Nev., and Eielson AFB, Alaska, put more than 80 aircraft in the air at one time to sharpen U.S. and allied combat skills. The 527th and 26th Space Aggressor squadrons at Schriever replicate enemy threats to space-based systems, while the 177th Information Aggressor Squadron at McConnell AFB, Kansas, replicates hostile threats to information systems.

In December, the group’s 507th Combat Training Squadron will become the 507th Air Defense Aggressor Squadron. The redesigned squadrons will focus on operating ground-based elements of an “enemy” integrated air defense system including early warning, ground-controlled intercept and acquisition radars, and surface-to-air missile systems.

While Eielson will not be adding similar squadrons to its 354th OG, the units will be shared between both Red Flag - Nellis and Red Flag - Alaska, adding new dimensions to the exercise, said Col. Terrence O’Shaughnessy, commander of the 57th ATG. “What we are trying to do is put all our adversary forces under one umbrella—to get the synergy of having multi-discipline folks together in one effort—so when we present a threat we don’t present it in one dimension, but in an integrated fashion,” he said. “We’ll have our surface-to-air threat, our air threat, the information operations side, (the) advanced electronic warfare issues, and even our space aggressors, to try to present what we call the complete enemy target set.”

Red Flag exercises are attended by pilots and ground crews alike. And with the addition of Red Flag - Alaska, there are now more opportunities for pilots and ground crews to train. Air Force, Navy, and allied air forces participate in the exercises. Everybody who attends a Red Flag will now be challenged by the variety of new capabilities that have been included with the addition of the new types of aggressor units. But the primary goal of Red Flag remains the same: to ensure that mission-ready pilots are made as sharp as possible in a controlled, safe environment, before they are sent out to fight America’s real-world battles. General Scott said. “If you look back through history, during the first 10 sorties in a war, if (pilots) hadn’t had any training, that’s when they suffered the highest losses,” he said. “What we want to do is get the young wingman across very intense scenarios so that he already has those in his hip pocket. So when he does go to Iraq, Afghanistan or wherever we send him, he has that and has already lived under those kinds of high-intensity, stressful situations.”

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Airman from ‘the Mountain’ receives Purple Heart

Capt. Jeff Clark
386th Air Expeditionary Wing
Public Affairs

A security forces Airman deployed from Cheyenne Mountain Air Force Station was one of two defenders who received Purple Heart Medals in Camp Bucca, Iraq, Nov. 14 for injuries sustained when an improvised explosive device ripped through their Humvee.

Staff Sgt. Rory Sturm, deployed to the 586th Expeditionary Security Forces Squadron Area Security Operations team at Camp Bucca, said the night of the explosion is one he will never forget.

On the evening of Oct. 16, Sergeant Sturm was the truck commander and Airman Keven Perez Glazer was the driver on patrol near Safwan, Iraq. As their vehicle approached an overpass there was a loud bang and bright flash.

“I thought ‘Whaa, what was that?’,” said Airman Perez Glazer, who is deployed from Spangdahlem Air Base, Germany, and also received a Purple Heart. “I knew some of the tires popped”—it turned out they all had—“but I also knew I had to get us out of there.”

Airman Perez Glazer drove another 150 meters or so, then provided security for the disabled vehicle while Sergeant Sturm performed buddy care on their gunner, Airman 1st Class Brandon Byers.

Once one of the unit’s combat life savers, Staff Sgt. Jason Kidd took over caring for Airman Byers. Sergeant Sturm manned the M-2 .50-caliber turret and started scanning for an attack or the trigger, but the area was clear.

“Our team worked flawlessly. We happened to be the ones hit, but we’re here today because the other vehicles in our team ... responded so quickly.”

— Staff Sgt. Rory Sturm
586th Expeditionary Forces Squadron

Staff Sgt. Rory Sturm received a Purple Heart Medal at a ceremony Nov. 14 in Camp Bucca, Iraq, for wounds received when his patrol Humvee was struck by an improvised explosive device Oct. 16. He is deployed to the Camp Bucca from the 721st Security Forces Squadron at Cheyenne Mountain Air Force Station.
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FYI

No FEAR training due Dec. 15

All Air Force civilians and their supervisors must complete Notification and Federal Employee Anti-discrimination and Retaliation (NoFEAR) training before Dec. 15. Contractors are encouraged but not required to attend.

To take the training, log into https://golearn.csd.disa.mil and go to Course List – Miscellaneous – No FEAR Act Training. Participants must pass the end-of-training test with a score of 70 percent or better to receive credit for taking the course.

Turn in copies of completion certificates to Celestine Joyner, 50th Space Wing Equal Employment Opportunity, via fax at 567-5309 or via e-mail at celestine.joyner@schriever.af.mil.

For more information, contact Ms. Joyner at 567-7096.

ART nominations due Jan. 20

Applications for NCOs to attend the Air Force Institute of Technology at Wright-Patterson Air Force Base, Ohio, are due to Air Force Personnel Command no later than Jan. 20.

Applicants should be technical sergeants or above with a minimum of eight years time-in-service, 24 months time-on-station and three years of retainability upon graduation.

They must have completed the appropriate skill-level upgrade and resident professional military education for their rank.

For more information, contact Master Sgt. Richard Longacre, 50th Space Wing career assistance adviser, at 567-5927.

Health benefits open season

Federal Employees Health Benefits open season continues through Dec. 11.

Additionally, the Schriever Civilian Personnel Flight will hold Health Fair Friday in The DeKok Building, Room 310, from 1:30 to 2:30 p.m.

During the open season, eligible federal civilian employees may enroll, change plans or options, change from self-and-family to self-only or cancel coverage.

For Air Force serviced civilian employees, open season enrollment or changes become effective Jan. 7 and will be reflected on your leave and earnings statement received Jan. 26. Also, the new Federal Employers Dental and Vision Insurance Program is available to eligible Federal employees and their family members during the open season. For those who enroll during the open season, coverage will be effective Dec. 31.

Premium deductions will begin for Air Force-serviced civilian employees with the pay period that begins Jan. 7 and will be reflected in Jan 26 leave and earnings statements.

50th SCS offers computer classes

The 50th Space Communications Squadron will offer introductory and intermediate classes on Microsoft Office tools in November and December. Classes are open on a first-come, first-served basis.

For more information, contact Schriever Training Services at 567-7887.

Got SnoFest?!?

Have you made plans to attend SnoFest!!! 2007? If not, contact the Outdoor Recreation Office at 567-6050 to reserve discounted ski lifts and hotel fares for the hottest party in the Rocky Mountains.

Alabama ANG has job openings

The Alabama Air National Guard units in Montgomery, Ala., have part-time vacancies for the following Air Force Specialty Codes: 1C3X1, 1N0X1, 2A0X1C, 2A0X1D, 2A0X1A, 2A6X4, 2A7X3, 2F0X1, 2R0X1, 2T3X1, 2W0X1, 2W1X1, 3E0X1, 3E0X2, 3E1X1, 3E2X1, 3E4X1, 3E4X2, 3E7X1, 3E9X1, 3P0X1, 3S251, 3E8X1, 3S8251, 3EB8 and 52R8.

For more information, contact Master Sgt. Vonsetta Love, Alabama ANG Recruiting Office supervisor, at DSN 358-9191.

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‘Airmen on a Plane’ —

The ins and outs of GM-3 and a C-17 Globemaster III

Sgt. Maj. Don Branam
Space Wing Public Affairs

We don’t often talk about aircraft as a part of Schriever’s mission, but when three aircraft save the Department of Defense $360,000 per one-way flight, that’s a big deal. The C-17 Globemaster III and its crew of capable Airmen at March Air Reserve Base, Calif., make it happen.

According to the Air Force C-17 fact sheet, a C-17 has a maximum cargo capacity of about 85 tons. The gross vehicle weight requirement is 73,000 pounds—or about 14 Humvees.

The 4th Space Operations Squadron’s Mobile Operations Flight loads the Ground Mobile-3 vehicle into a C-17 Globemaster III at Peterson Air Force Base Saturday. The GM-3 and a team of 4th SOPS Airmen will provide secure Milstar communication effects from their deployed location at Andersen AFB, Guam to support the Global War on Terrorism.

Tech. Sgt. Dan Boawn measures the clearance—which can be less than an inch—between the top of the GM-3 trailer and the roof of the C-17’s cargo bay. Sergeant Boawn is 4th SOPS’ NCO in charge of mobile maintenance.

The GM-3 has a suspension system that consists of a series of airbags built into the trailer. By applying air pressure produced by the tractor, the air bags can be raised or lowered.

Peterson Air Force Base personnel were recently called on to load the GM-3 into a C-17 Globemaster III at March AFB, Calif. The GM-3 and its team of Airmen are assigned to the 452nd Air Mobility Wing at March Air Reserve Base, Calif.

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Preparing Thanksgiving feast no easy feat

SOUTHWEST ASIA — An American Thanksgiving kitchen is often a loud, clattering commotion of cooks, noise, smells and relatives arguing about what time the Dallas Cowboys game starts. By the time the chaos settles onto polished dining room furniture, all that’s left are the clean-up, naps and a good game of football on TV.

The same could be said about the 380th Expeditionary Services Squadron’s dining facility kitchen in the days leading up to turkey day. Sans noisy relatives with never-ending stories, the 26 people who planned and cooked this base’s formal Thanksgiving meal were hustling now to meet Thanksgiving’s 11 a.m. start time—for good reason.

People will be away from home, but they will still get the same quality here,” said Tech. Sgt. Jeffrey Slowick, NCO in charge of the dining facility. “This meal is about morale. Everybody gets to sit down and enjoy.”

And, oh, what they enjoyed: three-quarters of a ton of turkey, including 24 whole birds; 350 pounds of ham; 613 pounds of steamship round roast; 56 sweet potato pies; 42 apple and pumpkin pies; and 32 pecan pies.

That’s just a slice of the feast. There are also enough mashed potatoes to make an Idahoan proud, enough cranberry sauce to wrestle in, an assortment of candy, nuts and much more.

Staff Sgt. James Lotz ordered and received that basket of groceries. Ten cooks started preparing the $25,000 worth of food order—purchased from the Defense Supply Center in Philadelphia—Nov. 21, three days before the first hungry Airman hit the food line.

“They pull the meats, put them in a thaw box and cooked properly before we put it onto the serving line at 11 a.m.,” the sergeant said.

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“They pull the meats, put them in a thaw box and cooked properly before we put it onto the serving line at 11 a.m.,” the sergeant said.

He said the most difficult items to prepare are the steamship round roasts. One roast weighs 65 pounds and is slightly larger than a beach ball. The roast has to be cooked 14 to 16 hours to make sure it’s the correct temperature inside.

“Your can’t halfway cook it and start over,” Sergeant Slowick said.

Turkeys and hams take about three hours to cook. Almost everything else can be done Thanksgiving day.

Even as they preflight the Thanksgiving meal, the dining facility team is still making breakfast, lunch, dinner and a midnight meal.

From the start of the week to today, the crew served 11,100 meals. That’s 133 meals served every hour until show time, in addition to flipping and stuffing the holiday birds.

None of this is lost on the facility’s patrons: Staff Sgt. Scott Harris, a 3808th Expeditionary Security Forces Airman, knows his Thanksgiving, too. His hometown is a stone’s throw from Plymouth Rock.

“It won’t be the same,” the Carver, Mass., native said. “We usually eat, watch football, and have a good time. Then we head down to Plymouth Plantations.”

However, when Sergeant Harris heard about the volume of food and the effort undertaken by the dining facility workers, he smiled.

“That’s their effort is great,” he said. “It can’t be something that’s easy.”
The Players Pool’s Rico Terrell goes for a rebound in basketball intramural playoff action against the 4th Space Operations Squadron Monday. 4th SOPS upset the number-two seed in a 50-49 overtime squeaker.

If at first you don’t succeed …

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4th SOPS 50 - Players Pool 49 (OT)

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Friday at 11 a.m.

NOPS

50th SCS
Game 6
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4th SOPS
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Monday at 11 a.m.
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Sunday Grilled Mustard Chicken, Simmered Corn Beef
Monday Chicken Cordon Bleu, Meat Loaf, Baked Fish
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Wednesday Beef Ball Stroganoff, Country Captain Chicken, Baked Ham
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