

NEWS

First round completed

Hopefully no need for second mosquito spraying

By Steve Listopad
Public affairs intern

The 757th Aerial Spray Squadron from Youngstown, Ohio, completed the first round of mosquito spraying on base Wednesday. Their mission: To dispense on areas of standing water a mosquito larvicide, which kills young mosquitoes before they mature.

Roy Witt, a pilot on the spray team, said with a big thumbs up, "If you can kill all the bad guys before they leave port, that's always the best."

"Mosquitoes are our biggest enemy," stated a smiling Col. Roger Ducey, 319th Support Group commander, during a meeting Monday that laid the groundwork for Tuesday's spraying mission. Mosquitoes are not only an extreme annoyance to area residents, but also a possible future health concern as the West Nile virus continues to

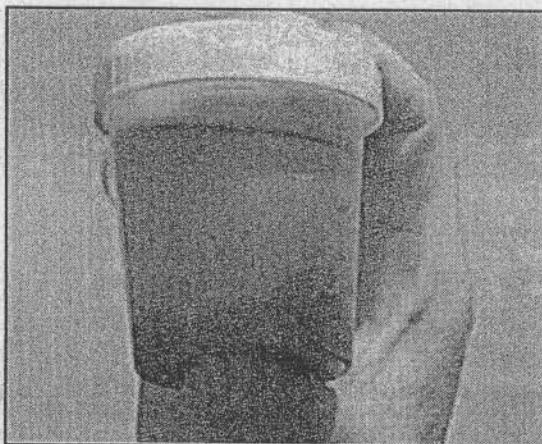


Photo by Staff Sgt. Scott Sturkol

The mosquito spraying is meant to kill mosquito larvae like the ones in the above sample.

move west from Wisconsin. The virus, transmitted by mosquitoes, is expected to reach this area in the next few years.

Due to the recency of this operation, base officials are unable to determine how successful the spraying was. But, according to first-hand accounts, the spraying from pre-

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-- MOSQUITO, from Page 3

vious years was successful in providing excellent conditions for the 4th of July.

The first wave of spraying consists of attacking mosquito populations that are water-bound and have not yet matured. In this circumstance, a larvicide is sprayed from a fixed-wing aircraft. If this doesn't significantly control or deplete the populations, then a second wave is required, which is usually near the end of mosquito season.

An adulticide is used to kill mature mosquitoes, which prevents them from laying eggs that would hatch in the next warm and wet season.

The spray team used a C-130 Hercules aircraft equipped with a \$2 million dollar spraying system. The crew covered 17,092 acres during each of three flights from an altitude of 100 feet. With the intention of preventing surrounding mosquito populations from migrating to the base after several weeks, the team sprayed Emerado and Meckinock areas as buffer zones.

A methoprene larvicide called Altosid was used to delay the rate of mosquito eggs from hatching. This causes larvae to drown in the standing water before they can mature.

According to a May 2000 Environmental Protection Agency report, the chemical does not pose an unreasonable risk to humans or wildlife if used properly.

Base housing project, move soon underway

By Steve Listopad
Public Affairs Intern

Approximately 75 base residents attended the housing office's town hall meeting June 6 about the upcoming housing project and move.

Lt. Col. Doug Tarbett, 319th Civil Engineer Squadron commander, Col. Roger Ducey, 319th Support Group commander, and Chris Powell, housing director, were present to answer questions.

Resident Susan Mingus, who in the past has been required to move four times in four years, offered advice to all those affected.

"Grin and bear it," she said.

Phase one of this \$48 million, two-phase project begins this fall and will take about two years to complete.

According to Powell, about 45 families will be affected in the Beach and Hickam areas of the base. The housing department's goal is to complete same-ranking, pre-existing neighborhoods at the same time. All affected residents will be, or have already been, notified by written letter concerning the move. Phase two letters, affecting residents in the Nevada area, will be sent out toward the end of this year or in early 2003.

Three hundred homes will be demolished and approximately 220 homes will be built over the next two years. Powell said this is due to the drop in demand after the missile wing left as well as

more military personnel choosing to live off base. The current housing inventory of 1,489 will be reduced to 1,212 units over the next five years, according to housing officials.

Residents will move from their current homes into open housing. The move is set up to keep inconvenience to a minimum. Most residents will have at least four to five months to prepare, one month to keep both houses, time off work, and limited cleaning is required since only major appliances will be reused and should be cleaned properly. Residents have a choice of either a "Do It Yourself" (DITY) move with government reimbursement, or a move performed by the government. Both types of moves receive a \$500 dislocation allowance.

More good news: With the 2003 housing standards, all 1,000 new and renovated homes will have more kitchen and closet space, as well as two-car garages.

Powell said the most common complaints about the move have been people not wanting to move at all or the timing of the move. All directed moves are mandatory, but for those concerned about when they will need to exit their homes, he said



Photo by Staff Sgt. Scott Sturkol

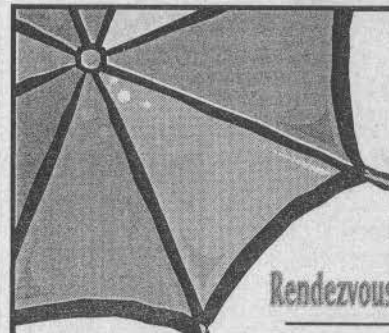
These housing units, across from the base hospital, will soon be ready for base residents.

there is a waiting list at the housing office. All moves take place in the following order: Key and essential personnel, grade, date of rank, length of service, and date of birth. Some expressed concern about losing bedrooms with the temporary move, but the number of bedrooms allocated will continue to be correlated to family size and structure.

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Fighting for truth, justice and the pearly white American way

By Steve Listopad
Public affairs

The 319th Aeromedical-Dental Squadron has many parts to service many different needs. And just like any need, good, strong teeth are a necessity for our fighting forces. No pilot, soldier or seaman wants to be stricken with an abscessed tooth or bleeding gums while serving their country. Dental problems can give new meaning to the phrase "Grin and bear it."

The Teeth

Lt. Col. (Dr.) Chad Harris, 319th ADS dental flight commander, said, "People need to take care of their teeth. We examine every warrior yearly and if necessary, fix problems to keep people in dental class one or two. People in dental class one or two who continue to take care of their teeth while deployed will most likely make it through a 179-day deployment without a dental emergency. We definitely want to avoid a soldier suffering long hours or days in-theater while awaiting an aerovac to get a dental problem fixed. Prevention is the key."

Lt. Col. (Dr.) Gilbert Hanson, 319th Aeromedical-Dental Squadron commander, described the classes of dental health. There are four dental classes used to categorize dental health in the military. Class one means the individual is in tip-top shape and ready to deploy. Class two means there is a slight problem, but nothing that would keep service men and women from deployment.

Class three refers to a more serious dental issue that could cause problems in the near

future. In this case, the commanding officer is made aware of the problem and then either elects to deploy the individual or hold them back until the issue is resolved. And finally, class four refers to a patient who has not been getting their regular check-up, and must fulfill his or her obligation before deployment.

More often than not, if you are in class three or four, you'll be staying home for a while. And if a problem mouth is keeping you from active duty over and over again, be aware that dismissal is a possibility.

But it's not as glum as it may appear. There are many things you can do to save your natural pearly whites from being replaced by porcelain simulacra. Individuals must brush and floss daily. Even chewing gum with the sugar xylitol, which is present in some flavors of Trident, helps prevent cavities. But if the problem is too big for you to handle, the pain is just too great, and you spare people the horror of what lies beneath by claiming you've gone mute, there is help.

The Defenders of the Teeth

That's where the dental flight comes in to play, waging a war of prevention on germs, bacteria, and bad dental hygiene.

Harris said, "We bring them for a periodic exam which usually happens annually for most people. We take X-rays on them and then perform a clinical exam to figure out what they need to have done on their teeth. And if they need it, they get it."

"We also have many prevention practices that we introduce. If someone comes in all the time with new problems like cavities, we look at their diet, their sugar intake, even to see if they're using the toothbrush properly. Whatever it takes to stop the same problems from reoccurring."

Even though civilian dentists can make up to \$40,000 to \$50,000 more a year, Harris and Hanson both agree that the military attracts just as or better qualified dentists. Concerning the 319th, the dentists here on base are ranked #1 for April 2002 according to testing conducted by the Air Mobility Command.

According to the facts, the 319th has the best dentists, dentists who are prepared to do whatever it takes, come in all hours of the day, to make

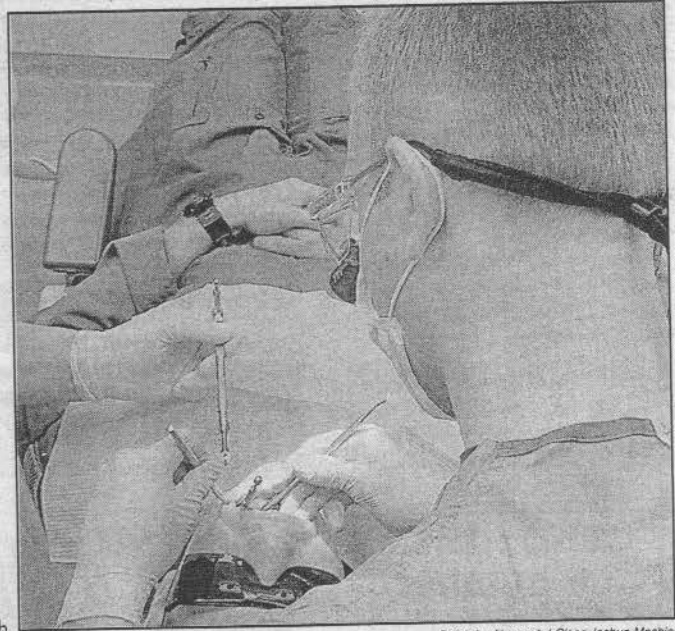


Photo by Airman 1st Class Joshua Mosher
Capt. (Dr.) David Gordley, dentist for the 319th Aeromedical-Dental Squadron, works on a patient's teeth at the base dental clinic.

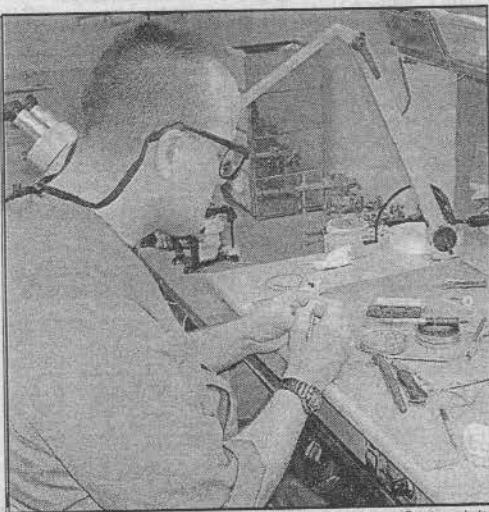
our men and women able to do their duty.

But even the greatest have their dark times. "The story that hurts the hardest is when we have some retirees come in, and they were sort of, not in writing, but promised that we would take care of their dental needs for the rest of their lives," Harris said. "But where I am now, we are staffed to take care of active duty only. We just can't provide that service. And whenever we see them, I enjoy talking to them and I would love to treat them, but I cannot."

When asked if the retirees hold a grudge, Harris said, "I think they hold a grudge against our congressmen because they were the ones who made the decision. It was not at our level, but we get to be the ones who face them. I don't think they hold a grudge against us, per se."

And then there are the successes. Harris enjoys when people come in who have never previously had the opportunity to see a dentist regularly, and he and his staff are able to help them and rehabilitate their hygiene practices.

At the end of the day, the most rewarding experience for Harris is "having a patient come in who is ready to rip the arms off the chair because they are so scared. But we can take care of all their needs, fix them up, and the last time we see them they fall asleep in their chair because they are so comfortable."



Courtesy photos
A dental technician practices preparing a filling.

Environmental management: Fighting for the future

By Steve Listopad
Public affairs intern

Just as our troops are fighting to preserve world freedom, the 319th Civil Engineering Squadron's environmental flight uses its considerable muscle to make sure the base is doing its part to preserve our natural surroundings, as well as our heritage, for our children's future.

Environmental management is responsible for all on-base compliance, prevention, conservation and restoration issues for the natural habitat. But the environment holds much more meaning than most consider.

Wayne Koop, environmental management flight chief, said, "Every project comes through us so we can assess the environmental impact."

And for good reason. For instance, the base is sitting on what used to be prime pre-historic beachfront property. The once great Lake Agassiz covered the base from the area around the south gate to the northwest corner. Along there now lies a mosquito coast that could have once been thriving with Native Americans. When building along the beachfront, the area must be combed thoroughly for ancient relics. So far, according to Koop, arrowheads have been found but no evidence of ancient civilizations.

History is important, but what about future history? What are we doing now?

While assessing environmental risks, environmental management considers all possibilities of any situation; the ground, the air, the water, the vegetation, the wildlife, the people, and the mission are all factors. As we've seen with mosquito spraying, the risks posed by mosquitoes carrying diseases and causing discomfort are much greater than the risks of the

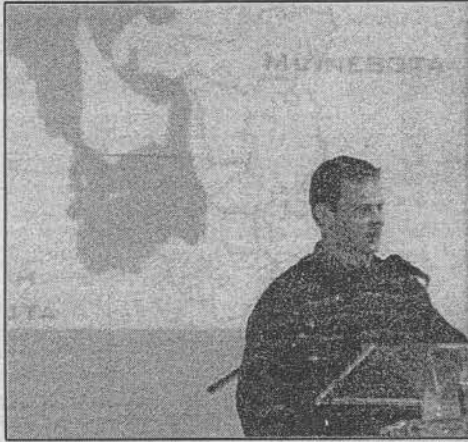


Photo by Staff Sgt. Scott T. Sturkol

A speaker discusses wildlife management areas during the Earth Week barbecue in April. The 319th Civil Engineer Squadron environmental flight is a key player in coordinating Earth Week.

chemicals employed to kill them.

But not all chemicals are so benign to humans and the environment. Since 1992 the base has reduced its hazardous waste output from 97,000 pounds to just 16,000 pounds. "That 85 percent decrease is something we're very proud of," said Koop.

The hazardous materials pharmacy is just one of the operations which contributed to the drop. Koop said, "We want to reuse as many of the hazardous materials as possible and the HAZMAT pharmacy and the Self Help store are places where this can take place."

Hazardous materials that cannot be used anymore can be dropped off at these places, and, if someone else can find a purpose for them, they can

have them for free.

Another major influence on the drop in hazardous waste is the flight's mission to find alternates for as many hazardous products as possible. Instead of using chemicals like PD680 to clean the airplanes, maintainers are now using mostly soap and water.

But even with the reductions in waste, there are still plenty of hazardous materials on base. For instance, jet fuel. And where there is jet fuel, there will be environmental risks. Currently, there are 23 areas of concern around the base where hazardous waste may pose an environmental risk to surrounding habitat. But only eight of those areas are considered high risk, while all are being monitored. The primary cause of ground pollution on base is jet fuel.

Environmental management has recently been working on a phyto-remediation process in areas where underground jet fuel lines have leaked. This process involves planting trees to stop the spread of the chemical through the soil. Tree roots, in the process of absorbing water, will also take in the jet fuel. And in small amounts, trees will break down

the fuel and not be harmed it.

The base also a soil rejuvenation area, where plots of contaminated soil can be dug up and transported to. There, microorganisms break down contaminants, and after several years the soil can be reused.

Concerning the habitat, environmental management plans to replace naturally existing prairie grass, which has been nearly eradicated during the domestication and industrialization of the area. To preserve the mission, a program is in place to persuade birds and large animals to choose other naturally existing habitats rather than flight line areas. This procedure is passive and is meant to not disrupt the ecosystem. Gophers and rabbits are allowed to coexist with people on base as long as their populations do not grow too large.

Environmental resources are not all Koop's department deals with. Cultural resources are just as important to preserve. "It generally takes 50 years for a facility to be deemed to be of historical significance," Koop said, "but our base was made historically significant by our part in the Cold War." That's why the new commissary will have a garden area with storyboards commemorating local Cold War artifacts. An example would be "a day in the life of a bomber alert pilot" or a remembrance to the soon-to-be-dismantled S.A.G.E building, which once housed a super-computer that took up two whole floors.

Koop and company are working on other areas to improve the quality of life for all around the base. Since the closing of the Defense Reutilization and Marketing Office on base, office supplies and other DOD property haven't been able to get good second-hand use. Environmental management is attempting to set up a new reutilization process. There is a new intranet-based GIS system in the works that will include the base general plan and allow access to everyone. And, of course, mosquito spraying will continue to be implemented and improved upon.

In his own words, the mission of the environmental management flight, Koop said, is to "make environmental compliance as painless, as feasible, and as effective as possible."

"That's the bottom line: Total compliance with the least amount of impact on the people, the mission and the quality of life," Koop said. "We're here to keep the mission unfettered while preserving the future."

319th CES people in action

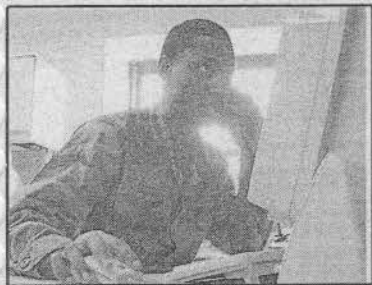


Photo by Staff Sgt. Scott T. Sturkol

Airman Nehemiah George, 319th Civil Engineer Squadron customer service, takes a call in his office Monday.



Photos by Senior Airman Monte Volk

(Left) Airman 1st Class Adrian Damon, 319th Civil Engineer Squadron readiness flight, tests a radiological assessment kit. (Above) Capt. Jeffrey White, 319th CES chief of construction management, reviews plans for a building project.

What do you like best about 319th CES?

"The close-knit working relationships between the different sections in CE. Also, I like the fact that I will finish my career in a CE squadron."

Master Sgt. Charles Haas
319th CES power production shop

"Working in an organization where one can see their job performance having a direct impact to all people assigned to this wing."

Master Sgt. Randy Puttbrese
319th CES heating/ventilation/air conditioning shop

SPORTS

The Leader's featured athlete of the week

CE member can't get enough golf, softball

By Steve Listopad
Public affairs intern

Charles May, 319th Civil Engineer Squadron, has a bit of advice for his fellow base athletes: "Keep your head down and don't strike out."

His wisdom not only comes from his part on his softball team's current 10-0 run, but also his contributions to his golf team's 5-0 record.

May's quick hands and head are his tools as shortstop, but his true passion is golf. "I'm out on the course three to four times a week," May said, "but I'd be out there more if I could."

May is separating from the service next month, and his two desires are to take care of his family and golf. May will be working as a journeyman plumber in his hometown of Cleveland, Ohio. Modestly, he said if he could support his family with his golf swing he would.

Last season he bested himself by lowering his handicap to nine, and his goal this year is to lower it even more to five. Never knocking in a hole-in-one, May said, "I will never quit golfing until I get it. Never."

He feels his teammates will hold their record and go undefeated through the championships, though his steady swing will be missing from the roster. "Our biggest challenge will come from services and wing staff, but I think we should be able to win."

In high school, May played football and baseball and truly started golfing at age 17. His dreams have always involved sports, and specifically concerning baseball, he wanted to pitch.

Alas, shortstop would be where he best fit the



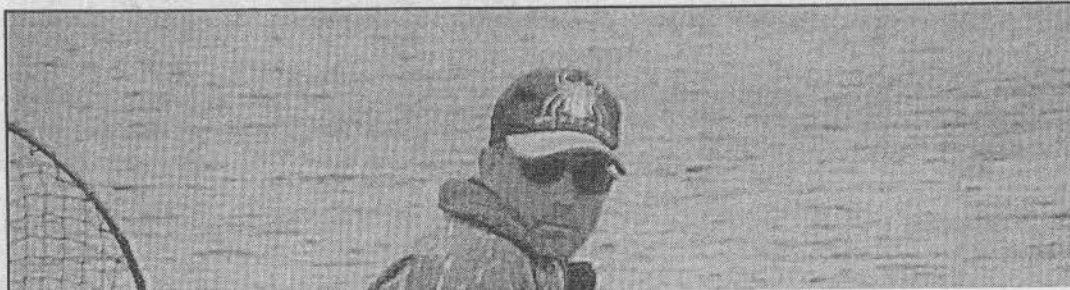
Charles May

team. And having short-stop experience, he transitioned naturally into the position on his intramural team. May said, "Not to toot my own horn, but the shortstop is usually the best athlete. They need to have decent speed, a good head and a strong arm."

May would be a professional golfer like Tiger Woods if he could.

"Every time I go on the field or the course I give 150%," said May. His efforts have paid off even when his team has been down. A grand slam against MXSA in the first game of a double-header last year helped lift his

team out of a deficit, and the civil engineers went on to win both.



Like father, like son

A father and son take a break during this year's Kid's Fishing Derby June 8 at Larimore Dam. There were 75 participants in this year's event. Results from the derby were:

► 3- to 5-year-olds:

1st place - Casen Dunn, 2 pounds, 12 ounces

2nd place - Richie Delgado, 1 pounds, 7 ounces

3rd place - Trent Kuster, 1 ounce

Father, mother charged with murder of son

By Steve Listopad
Public affairs intern

Both Airman 1st Class David Cowger, 21, and Julie Whiteside, 23, were charged June 26, with the August 2001 murder of their son, Jacob. The death occurred in base housing.

The 22-month-old boy was pronounced dead on arrival at Altru hospital in Grand Forks, during the early afternoon hours. The medical examiner found a total of 22 external and internal contusions on the face, scalp, abdomen, back, buttocks and lower extremities that were inflicted prior to death. The bruises were deemed inconsistent with an accident.

Along with the bruises, Jacob was suffering from a failure to thrive, which could not be explained with any medical illness. These factors led authorities to believe that Jacob had endured physical abuse as well as neglect prior to the events that led to his death.

Whiteside appeared in district court Friday, June 28, where a preliminary hearing was set for Aug. 20. Cowger is currently in custody pending a hearing. Both parents are facing charges for murder and child neglect.

The Grand Forks District Attorney's office will try both cases, because the Uniform Code of Military Justice does not allow Whiteside, as a civilian, to be tried in a military court.

Treaty office downsizes

By Steve Listopad
Public affairs intern

"The downsizing of the treaty compliance office just shows how far we've come from the height of the Cold War," said 1st Lt. Carrie Kilareski, chief of the treaty compliance office. "The Russians are no longer our enemies."

In the 1990s, during the height of the Cold War, the base was home to 150 nuclear missile silos as well as bombers. Along with Minot AFB, which is still an active missile site, the base helped make the state of North Dakota the third largest nuclear power in the world behind the rest of the U.S. and Russia.

"After you have such a build up, it gets to the point where you just say 'what's the point,'" said Kilareski. "There would be no possible winners in a war like that and our two countries realized that."

With the initiation of the Strategic Arms Reduction Treaty, Grand Forks was pegged as one of the bases to dismantle their missile operations. The 319th met this objective from 1997 to 2001, by shipping away or dismantling all of its missiles and imploding all but one of its 150 missile silos. The remaining silo remains intact, but completely inoperable, for historical purposes.

Russian inspectors visited in April and changed the status of the base from an "active missile complex" to a "formerly declared facility." All of this happened through the auspices of the treaty office.

"It's very important for people to know that, even

though there are no more missiles or bombers, and the treaty office is downsizing, the base is still completely inspectable," said Kilareski.

Working in the treaty office, according to Kilareski, was a very unique and rewarding experience. "The job isn't as visible as many others, but it is very critical."

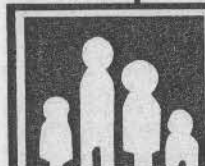
For the base to get to its current status, perseverance and diligence were required on the part of the treaty team. Through the course of the START process, Russia sent 12 inspection teams to the base to ensure compliance. More than 900 notices were sent to Russia concerning our progress in the dismantlement process.

"It's all about a spirit of openness," said Kilareski. "We can inspect them anytime and they can inspect us anytime. If we were to perform an operation or change something on the map of our base without notifying them, we would be in violation of the treaty. And, of course, their satellites can see everything we do, so it's very important to keep the information up to date. When tensions were higher, a mistake in this area could lead to an international incident. At the very least, people get fired for that."

Kilareski, who was given the responsibility of leading Russian inspections of the base, said she had a unique experience to interact with their culture. "The Russians don't have women officers in their military, so at first when they spoke to me it appeared somewhat patronizing. But I soon learned that it was a cultural difference, and they were just curious. I'm the last person to talk about gender issues, but

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TREATY from Page 6

I found the differences very fascinating."

The 319th treaty office lost two of its three personnel Monday. Kilareski, whose specialty is space operations, will be moving to the wing plans and operations shop working with the crisis action team. Master Sgt. Jeffery Schlesinger will be moving to Maxwell AFB, Ala. Master Sgt. James Bolton will remain in the treaty office. Eventually, the treaty compliance office will be manned with one civilian.

The treaty office will still handle the Open Skies Treaty, Chemical Weapons Convention and many others, but START was definitely its biggest task. One individual can now run the office, whereas at one time it needed 10. Bolton will be retiring in the near future after 25 years of service. At that time, civilian personnel will man the office.

"There are many advantages to having a civilian in charge of this office," said Kilareski. "Who knows how long it will be before another inspection, and with military personnel moving around, it preserves continuity."

Currently, the base is one of only three "formerly declared facilities." While this is definitely what the base was striving for, Kilareski points out this makes inspections even more likely. The treaty states that each country is allowed so many inspections of active sites each year. Each country gets to inspect "formerly declared sites" each year. Since there are only three bases of that status, chances of inspection greatly increase.

"At the official ceremony in April 2002, the Russian inspector was speaking with his translator and letting us know that we are no longer an active missile site but we are still open to inspection," said Kilareski. "I was trying not to laugh because the translation came out, as 'We will be back'. And with the translator's thick Russian accent and deep voice, it was like Arnold Schwarzenegger was speaking to us."

"We are in our eighth treaty year and we've had no violations," said Kilareski. "The whole base deserves credit for this accomplishment. It really was a team effort."



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Voices from the front

Former Base X squadron commander gives insight

By Steve Listopad
Public affairs intern

This is the first in a series of interviews with men and women from the 319th who have been to Base X.

"Being a commander of a squadron is the one time in your Air Force career where you're close to the mission and close to the people, but you're still in charge," said Lt. Col. James Vechery. "That's an excellent experience to have."

Vechery, the 912th Air Refueling Squadron commander, was deployed to Base X from March 6 to May 2. Base X serves as the forward operating location for U.S. air refueling aircraft in the Middle East. U.S. bombers, crucial during Operation Anaconda in March, are just some of the planes that receive mid-air refueling from KC-135 tankers stationed there.

As commander of the expeditionary air refueling squadron, he was in charge of all the duties his crews oversaw to complete their mission.

What is the mission of Base X?

The entire mission of Base X is to get the fuel to the fight. There are other bases that support air refueling; we're just one of the many.

What's the first thing that runs through your mind when you find out you're getting deployed?

The bad side about being deployed is that you're away from your family and your normal life. The beautiful thing about being deployed is that you're on the cutting edge. You're doing what you've been trained to do your entire life.

Particularly for me, being a commander, it doesn't get any better than that. To command a unit in war doing a combat mission, that's incredible, that's what people aspire to.

In your opinion, how is the mission going?

I think we're doing great. You're hearing less and less on the news,

but that doesn't mean that a lot is not being done out there. I mean, it's going to take a long time. This is an enemy we've never fought before, and it's not the normal kind of war where you can just go out and drop bombs to take care of the enemy and be done with it.

This enemy hides. This enemy is worldwide. They're in our backyard. They're here. You don't know where they're at. The tactics they use are obviously designed to bring terror to the world. They're small scale sometimes, so it's going to take a long time to work this out. We've never had to fight in anything like this before.

Since we're an air refueling wing, do you think air strikes will continue to be effective in the fight in the Middle East, hence keeping our crews busy over there?

I think air strikes will continue to be effective, because I think as the intelligence community improves they will continue to find more target areas. To me, one of the easiest ways to take care of them is through the air because it means you're not putting the ground troops in

danger.

There's an element of risk in the air as well, but I think air power has proven itself to be very effective in every war that I can think of that I've been in. The enemy is small and scattered, but if you look at caves and bunker buster

bombs, there's stuff that you can do from the air that you just can't do

from the ground.

How is morale at Base X?

Morale is good because people realize the importance of what they're doing. In the same respect I see the tiredness and strain on their faces as this drags on.

We're running a marathon right now at a sprint pace. But when you put on the uniform every day going out to defend your country it's just an incredible honor to be put in that position of watching all the young folks going out and doing a bang-up job.

Do you feel mainstream America can appreciate the current state of our war on terror and what we're doing overseas?

The biggest thing for us is when we're deployed over there, we're living and seeing it everyday. For the most part, mainstream America has gone back to life as usual since the September 11 attacks.

How does the local area around Base X feel about its presence?

I got to meet some folks from our host nation and it was a very pleasant experience. They enjoyed having us there. When America comes in we bring stuff with us,

equipment and resources, so it benefits the surrounding area to some extent.

What is it like being in the military right now and what would you tell crews that will be going over there for the first time?

Enjoy the opportunity. There's never been a better time to be in the military than right now. We're doing what we're called to do everyday. We've got the nation behind us. We're fighting a just war. They need to realize they're writing the history books for tomorrow.

Sometimes you lose perspective of that. You tend to minimize what you're doing, the importance of it. This will go down in the history books as one of the greatest military achievements ever.

What would you like the general base population and the Greater Grand Forks area to know about what's going on at Base X?

We're taking care of business. They can be proud of the military and I know they are. We appreciate their support. I've never been around a community that cares more about the service than Grand Forks does.

For them to stand up next to us and give us that type of support is excellent, because what is on our minds when we're over there is our families who are left behind. To know that they're being taken care of and the community is taking care of their needs is very reassuring.

Vechery is on a rotation that could see him going back over to Base X in the future. Even as commander, his goal has been to fly with his crews once a week whether he's deployed or at home station.



Lt. Col. James Vechery
912th Air Refueling Squadron Commander

THE LEADER

On the cover: A 319th Operations Support Squadron airtraffic controller provides an inside look of the squadron.

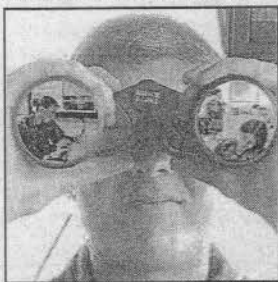


Photo by Airman 1st Class Joshua G. Moshier

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Base uses updated technology to foil possible terrorist attacks called

X-ray vision

By Steve Listopad
Public affairs intern

The mobility processing center houses the newest weapons to combat terrorism and hijacking on base.

The \$250 thousand Micro-Dose 101ZZ X-ray scanner and Intelliscan 18 Zone walk-through magnetometer, or metal detector, will be used to scan military personnel, civilians and their belongings, before flying on space available flights.

The walk-through metal detector not only detects small amounts of metal on a person's body, but also shows the operator the exact location on the body.

The X-ray scanner uses backscatter technology to get images from all angles of an object.

Backscatter is the scattering of radiation in a direction opposite of the original radiation due to reflection of the object.

"A hidden weapon may not be detectable from just one point of view, but

backscatter shows all sides and can detect almost anything anywhere in a package," said Tech. Sgt. Jeff Pickens, 319th Transportation Squadron.

The X-ray device uses low-density images to detect plastics, as well as foods. A low-density image can pick up anything from a lemon to a plastic explosive in the shape of a lemon.

"We're still in the learning process, but this machine will show us everything that could possibly pose a threat," said Pickens. "Then it's our job to find out exactly what that object may be."

It indeed does show everything. A clever terrorist may have a potential bomb separated into various innocuous pieces, but backscatter and low-density images can detect wires inside a stereo that don't quite belong there or plastic explosives in the sole of a shoe.

If a threat exists, a silent duress alarm alerts base security forces, and, in the words of Pickens, the terrorist "would be surrounded before he knew anything happened."



Photo by Steve Listopad

Tech. Sgt. Jeff Pickens sends a backpack through the Micro-Dose 101ZZ X-ray scanner. This new X-ray scanner at the mobility processing center uses radiation scattering technology to get images of an object from all angles.

Secretary of Air Force creates new medal, awards

WASHINGTON (AFP) — The Air Force's top civilian leader recently authorized the creation of a new medal and two new awards to recognize outstanding achievement or service in wartime operations.

The Air Force Campaign Medal will recognize significant direct contributions to wartime operations, according to Secretary of the Air Force Dr. James G. Roche.

"The awarding of campaign medals to specially recognize people and units who fight our wars is a long-standing military tradition," Roche said.

"Historically, the Department of Defense's criteria for

combat operations," he said. "In light of the expeditionary aerospace force environment and the transformation in the way the Air Force carries out its missions today, such criteria doesn't allow us to appropriately recognize our people who contribute directly and significantly to the success of wartime campaigns from outside the area of combat operations."

Therefore, in accordance with DOD policy, Roche authorized the creation of a medal to be given to Air Force people who are not eligible for a DOD campaign medal but directly supported combat operations from a location outside the geographic area of operations

properly recognized for their actions in support of wartime efforts and has established two new Air Force unit awards.

The first award, the Gallant Unit Citation, will recognize units for their significant combat heroism below that currently required for the Presidential Unit Citation. The second, the Meritorious Unit Award, will honor units for their outstanding achievement in direct support of combat operations.

The specific design and criteria for the new medal and awards are currently being reviewed, and a final decision on what they will look like and who is authorized to wear

News

Fire chief, son given 'Saved by the Belt' award

By Steve Listopad
Public affairs intern

Master Sgt. Richard Lien and his 10-year-old son, Andrew, were awarded the "Saved by the Belt" award by the North Dakota State Highway Patrol and the North Dakota Safety Council on July 1. State trooper Kevin Olson, who also presented the award, nominated Lien.

The award is given to those who survived automobile accidents because of their seatbelts. Although he was very grateful, the events leading to Lien receiving the award were something he wishes would never happen to anyone.

On May 21, just before 8 p.m., Lien and his son were driving back to the base from Grand Forks on the rural stretch of 32nd Ave. N. when a red Ford F-250 truck crossed their path.

"The trooper called it 'Old Farmer Syndrome,'" said Lien. "The gentleman probably crossed that road every day for 40 years. He maybe got complacent or forgot I was coming."

Lien was heading west and the driver of the other vehicle was northbound at an upcoming intersection. "The elderly man

waited for other cars to go by and then, just like he didn't see me, pulled out into the intersection. I had my cruise control set at 55 and there just wasn't enough room to stop. At that point, the world went into slow motion. I could see the cab of his truck pass in front of me. He was looking straight ahead, and I could tell he just did not see me. We hit the right rear of his truck head-on. I felt the back end of my car lift off the ground and I saw my son lift up out of his seat. Then we spun around 180 degrees and landed on the shoulder of the road. The other vehicle spun around about 270 degrees."

No one was seriously injured in the accident, although Lien called paramedics and police when he noticed the driver of the other vehicle holding his left arm. The elderly driver only suffered a bruised shoulder and Andrew Lien was bruised on the neck by the seatbelt.

The fact Lien and his son walked away completely intact was, according to Lien, no accident. "I've been in the fire service my entire adult life as a volunteer firefighter and an Air Force firefighter. I've been to countless accidents but this is the first time I've ever been in one. The major-

ity of fatalities on the road are because people are not wearing their seatbelts. I would be worse than a hypocrite if, after all I've seen, I didn't wear mine.

"I firmly believe that if it were not for our seatbelts we wouldn't have walked away from the accident in the shape we did. If it wasn't for the seatbelt, my son very well may have gone right through the windshield."

The North Dakota Highway Patrol's statistics on seatbelt use in the state, according to Lien, show 75 percent of automobile accident fatalities happen to people who are not wearing seatbelts.

The accident was not without its irony. Lien had just purchased the car he was driving, a Chevy Tahoe, the day before. The Tahoe was totaled in the accident, but the vehicle he traded in, a Jeep Cherokee, may not have fared even that well.

Lien said, "The Jeep Cherokee has a narrower wheel base and it's a lighter vehicle. I think there may have been a greater



Photo by Master Sgt. Richard Lien

Master Sgt. Richard Lien's vehicle following an accident May 21. Seatbelts saved both Lien's and his son's lives.

chance of physical injury. The truck we hit, a heavy duty farm implement, could have more easily caused the Cherokee to flip over than the Tahoe."

"If someone reads about it in a paper," said Lien, "or they hear it, or they see it, and see that this guy was saved by the belt, then I'm honored to receive it after the fact. But this is not the kind of award that you want to get."

The driver of the other vehicle was cited for a failure to yield.

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Inside scoop

Intel monitors information, keeps 319th ARW informed

By Steve Listopad

Public affairs intern

The 319th Operations Support Squadron intelligence flight is a tight-lipped operation, locked behind a heavy door deep in the heart of the operations and logistics building. No windows, only cameras let the outside world in.

Whatever lies within their lair is only for those with top security clearance to know.

Intriguing?

"We don't see the sun much," said Maj. Dave Rundell, intelligence flight commander. "But this is the best flight I've ever worked with. Despite not having the normal rank structure, everybody steps up."

The flight is responsible for all intelligence information the 319th Air Refueling Wing needs to know to keep it safe, as well as to keep flight crews safe who are deployed overseas. They monitor classified information from all levels of

intelligence to compose a threat picture overseas and are a primary member of the base threat working group. This group, comprised of security forces, the Air Force Office of Special Investigations and the intelligence flight, monitors threats at a local level.

"A lot of eyes are looking for things that directly affect our aircrews," said Tech. Sgt. Marlin Mattice, flight superintendent.

When information arrives in the hands of the intelligence flight, it has already been verified and confirmed by intelligence sources like the Pentagon and the Central Intelligence Agency, among many others.

"We're monitoring information every single day at Base X to determine if there are direct threats along our flight paths," Rundell said. "We're looking to gauge what our enemies can do against us."

"At our level we need to trust the analysts who sent out the information. There is nothing that comes in here that we should have to question."

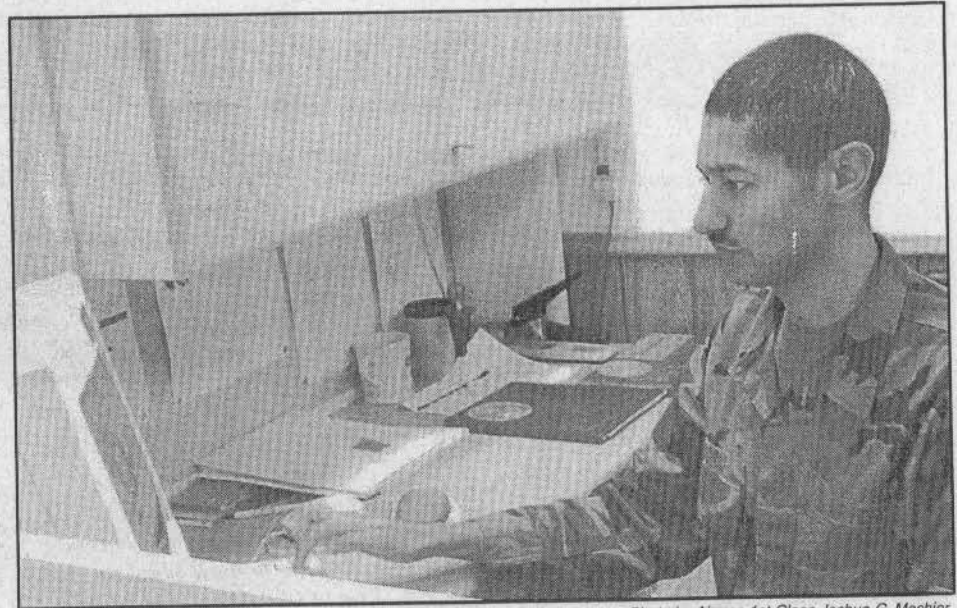


Photo by Airman 1st Class Joshua G. Moshier

Senior Airman Richard Osorio, 319th Operations Support Squadron intelligence applications journeyman, works behind his desk Wednesday.

But so much information is being relayed through classified channels that it takes people with great attention to detail and confidence to discern what is relative to their needs. Intel also monitors open sources, like the Internet and newspapers, and also puts out a base newsletter called "Your Intel," but 85 to 90 percent of the material that goes in and out of their office is classified.

The loss of the missile wing in 1998 didn't slow down the flight, however. Since last September, demand for deployment has gone way up as well as demand for force protection. This means the need

for information exchange and debriefings has increased.

"We've been going two years with no breaks now," Rundell said. "We're one of the flights that are still on Stop-Loss."

Operations and services the intelligence flight oversees include aerospace intelligence preparation of battle space, campaign planning, strategy and execution, air operations center and unit operations, force protection and targeting.

Capt. Stephanie Ware, deputy flight commander, added, "Our goal is to always provide the most recent and accurate intelligence possible."

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BASH

Used by airfield management, keeps runway clear for take-offs, landings

By Steve Listopad
Public affairs intern

The insecticide spraying C-130 was involved in a mid-air collision while aiding the 319th in its ongoing battle against the pesky mosquito population. The plane was able to land safely with only minor damage to an external fuel tank, but the same can't be said for the other party -- a bird.

"Birds are not as serious a problem here as on coastal bases, but they do pose more of a hazard to our planes than most people think."

Everett "Gene" Crouse, Operation Support Squadron chief of airfield management, is responsible for many things including birds. His office is responsible for the safety and maintenance of the airfield, grass, signs, paintings of the markings on the airfield and condition of the pavement. In a nutshell, he makes sure planes have a clear runway to take off from and land on.

"We've stopped flying on a few occasions for massive flocks of migrating geese," Crouse said. "Sometimes the flocks are so close together that you can fire the bird cannons, but another flock is right behind it."

The bird cannons are noisemakers that run on propane and are set up to fire periodically around the airfield when a bird strike hazard is highest. It sounds like a shotgun, but there are no projectiles.

The Bird Aircraft Strike Hazard program is designed

to not only keep birds away, but deer and other animals as well. Several years ago the base experienced a problem with deer, and now there are periodic inspections to look for deer and deer tracks in the surrounding area, as well as daily early morning lookouts for deer on the airfield and open gates.

But birds and deer aren't the only hazard Crouse and his crew must face. Human error can cause just as much of a safety risk.

"A runway intrusion is primarily a safety issue because it's a very serious flaw in your safety program," Crouse said. "It causes a huge potential for a serious accident. We have reassessed our security and we're closing all the gates we can."

The recent incident where a civilian contractor accidentally drove out onto the airfield has caused several measures to go into action. The contractor, Strata, agreed to escort all vehicles from the main gate to his construction sites and also put up signs along the routes. Crouse said the contractor had a good training program before and he retrained all his employees on how to safely drive around the flightline.

Another hazard is inclement weather.

"The important thing about weather conditions is reporting it to the pilot," Crouse said. "High crosswinds are usually the most serious issue. It's everybody's job that accurate information go to the pilot."

The runway normally stays open, unless conditions

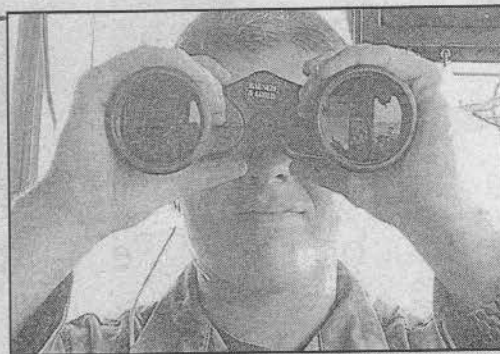


Photo by Airman 1st Class Joshua G. Moshier

A base member takes watch from the air traffic control tower recently.

like an extremely icy runway would make it impossible to take off or land.

But Crouse's biggest concern has less to do with immediate hazards than it does with potential hazards. And that means "getting enough money from the headquarters to do the projects that we need to do to maintain the condition of the airfield."

There is only so much money to go around, and Crouse said one of his primary responsibilities is clearly articulating the needs of the airfield.

"We get a lot of the money that comes to the base for improvements to the airfield," Crouse said. "Strata is in the process of replacing all the taxiway lights on the shoulders of the runway."

The big project for next spring is to replace the east side of the Charlie ramp. The old pavement is deteriorated and new drains will be put in underneath it. A lot of parking spaces will be closed next year because of this.

But Crouse is adamant that his flight is only part of the whole.

"Everybody has a part to not only maintain safety at Grand Forks Air Force Base," he said, "but to see that the mission gets accomplished even if we can't accomplish it."

When we have work to do on the runway, schedulers will work with us to make sure that all missions get completed."

A pothole recently caused some early morning construction for civil engineering. The hole was not on the runway, but it was close enough that it couldn't be worked on with planes flying.

Crouse said, "I often get the impression that people on this base don't realize how important the schedule is. It's not that the plane's going to crash, but the aircrews have a constant demand on them to get the training they need to stay current."

For planes to fly, for crews to get their training, for missions to be completed, there needs to be a safe place to take off and a safe place to land and it's airfield management that makes that possible.



Photo by Staff Sgt. Scott Sturkol

A KC-135R Stratotanker lands on the base runway recently. Airfield management is responsible for keeping the runway clean for take-offs and landings.

Wing palm pilots

Current ops, mission employment keep us on schedule, up to speed

By Steve Listopad
Public affairs intern

Before a mission can be carried out, two vital things need to happen -- it needs to be scheduled, and it needs to be planned. That's where the 319th Operations Support Group current operations and mission employment flights come in.

"Here's the mission, here's the time, be here at this time with this much gas to give. That's what we have to work with, and that's what we need to make happen," said Maj. Dave Ledum, chief of current operations.

Before the mission planners can start fleshing out the specifics of a mission, the mission needs to be scheduled in among the myriad of other missions, events and occurrences on base. OSS's scheduling department has a big task.

"We're providing gas to receivers basically all around the world. Scheduling takes into account local flying and flying at Base X for Operation Enduring Freedom," Ledum said.

Headquarters can task 24 crews and, according to Ledum, the 319th Air Refueling Wing is pretty close to that right now. 45 percent of all crews are deployed while 55 percent are on leave or

training.

"We don't pick which crews do what, but all crews need to accomplish a certain amount of training in a certain amount of time," Ledum said. "Just like anything else, you need to practice to stay proficient."

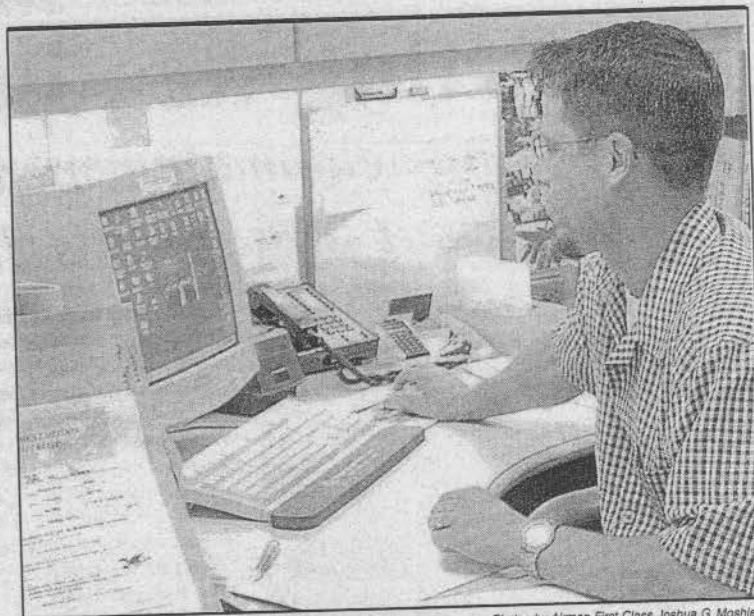
There is a constant rotation of crews so missions need to be scheduled a couple of months in advance.

"The whole process starts three months before on our end," Ledum said. "The receivers need to plan this five years in advance, depending on how much training they need to do."

The schedulers are dealing right now with a bidding process for what they call the horse blanket for the quarter starting in October. The horse blanket is a trading process that goes on between the 319th and receivers.

Receivers will tell the 319th what they need and then schedulers will tell them the availability. Long-range schedulers will load it into the scheduling process, then a couple weeks out goes to our builders who flesh out the mission. Then crews are assigned from the four flying squadrons on base. After that, the mission goes to the executors.

But scheduling doesn't go smoothly all the time. Ledum's biggest problem is



Photos by Airman First Class Joshua G. Mosher

Chad Anderson, 319th Operation Support Squadron, mission planner, gathers information to plan a mission.

finding crews. Ledum said, "Crews are only allowed to fly so many hours in a period of time and because we have so many deployed, it's hard to find crews to meet all the requests."

Deployments take higher priority, which leaves less crews to fly training missions. Ledum said there are currently no gravy-training missions being run because of the shortage. Taskings will come down and the schedulers will dole out to the squadrons, but the squadrons don't always have the manpower. Short-order taskings of less than four days can also cause headaches for the scheduling staff.

Ledum said, "It's a like a jigsaw puzzle. When you finally are ready to put in that last piece, someone cuts off a corner and says make it fit."

Other problems can happen when scheduling conflicts arise, like when a receiver is unable to take their scheduled fuel offload. Since the KC-135 can take off at 300,000 pounds, but only land at 200,000 pounds, it falls in the hands of the schedulers to find another receiver. If they can't the tanker will end up circling until they burn up enough to land. According to Ledum, this happens on average twice a week.

Current operations is switching over to a newer more efficient scheduling program, which will give them improved performance in the future, but at the present time it's causing them growing pains. The system they have now was built in the 70s

and doesn't recognize the year 2000. The people that built the program are no longer around to help out with the situation so a whole new system is being built.

"Current operations is the center of gravity. Everything revolves around their ability to schedule. They are basically what put us into motion everyday," said Lt. Col. Stuart Shaw, 319th OSS commander.

After scheduling, the mission needs to be carried out. Mission employment commander Capt. Daniel Paul heads the flight that instructs the crews on their mission and gets them going.

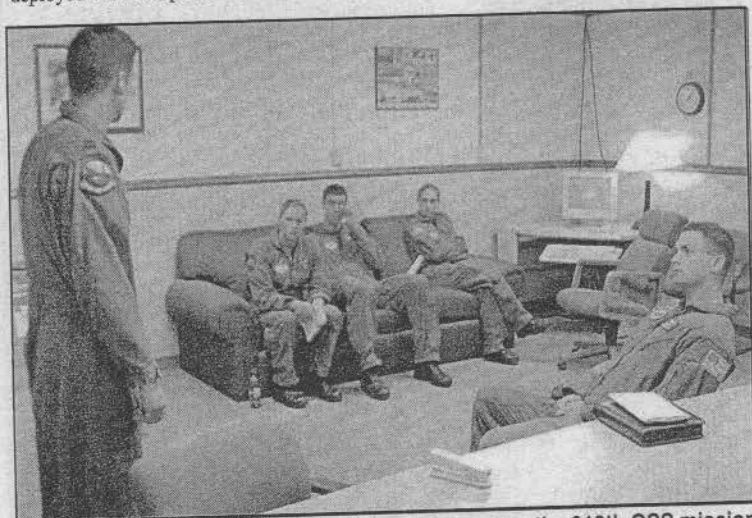
Paul said, "This office is buzzing very early in the morning. All the crews that are going up gather here to get mission briefings and weather updates."

Here mission planners put together flight packets for the crews with the exact flight path, how much gas they need to give and who they are giving it to.

Mission employment has special instructors that can advise crews on any special information they need to know about anywhere in the world. They help advise crews about the terrain they will be flying over, and in the case of hostile airspace, what they can expect from enemies on the ground and in the skies.

Shaw said, "Mission employment is where the rubber meets the road."

Together, current operations flight and mission employment flight make sure that all the missions that the 319th undertakes are carried out to the tee.



Capt. Al Pichon, 911th Air Refueling Squadron, uses the 319th OSS mission planning room to brief U.S. Air Force Academy cadets before a flight.

Voices from the front

Boom operator describes job in hostile environment

By Steve Listopad
Public affairs intern

Editors note: This is the second in a series of interviews with men and women from the 319th who deployed to Base X.

"When the receiver is behind us, the boom operator is like an air traffic controller. We're the eyes for the pilot because there is no rearview mirror."

Staff Sgt. Mark Kahny, a boom operator for the 912 Air Refueling Squadron, served two tours at Base X. His first was from early November last year to late January. Most recently he deployed from May 28 to June 22. Base X serves as the forward operating location for U.S. air refueling aircraft in the Middle East. U.S. bombers and fighters, crucial during Operation Anaconda in March, are just some of the planes that receive mid-air refueling from KC-135 tankers stationed there.

As a boom operator, Kahny's part of the mission takes place at the back of the tanker on his belly, making sure each receiver plane makes contact for mid-air refueling.

In your own words, describe your mission and job as a boom operator.

Our primary mission is in-flight refueling. We fly over and refuel coalition forces, but we can also act as loadmasters, carrying supplies and passengers.

The KC-135 Stratotanker has a maximum fuel load of 195,000 pounds; but when the average temp is 120 degrees, the plane will only take off with about 160,000 pounds of fuel because the engines have less thrust in that amount of heat.

Sometimes missions will be nice and

easy, like refueling an E-3 Century, an AWAC. It's just one contact, nice and short, we'll get to go home and they'll stay out there and drone.

But we'll refuel until we get to our bingo, which is the amount of fuel it takes for us to get back home.

The pilot and co-pilot sit up front. I sit up front for the beginning of the mission, but when it comes time to refuel, I need to be in the back of the plane by the boom. I advise the pilot into the pre-contact position with the receiver. And I also use director lights to tell the receiver whether they need to come in faster or slower, left or right, or up or down. On our missions over there, we run with radio silence all the time, unless it's absolutely necessary.

Once they get within 12 feet I'll steer the boom to the receiver's receptacle and begin refueling. Navy and Marine planes have a probe and we have a drogue attachment that they need to connect with. The pilots of those planes have to line up with the drogue themselves.

When refueling the receiver, what do you do when an emergency happens?

We do have what is called an emergency separation. We'll call "break away" if we lose visual contact with the plane if we're flying through clouds, but we try to avoid that at all costs. I've only been doing this a year, and completed well over a hundred sorties and never had to do that. But we'll terminate refueling at that time and try to find a different altitude where weather or other obstacles are not a factor.

If a receiver is going to crash because they are so low on fuel, we'll do everything we can to get the plane the fuel it needs.

Are there ever occasions when you've missed your connection?

Sometimes getting off the ground can be a problem when maintenance problems arise and then you're rushed to get a pre-flight. There's a control time that we have to meet the receiver and we can take off a little late, but then we have to push it up and risk giving the receiver less fuel than they wanted because we burned more to get there faster.

These planes are old. Most are from the late 50's early 60's, but they are awesome planes with new engines. But it really is the maintenance troops who are the true heroes of the war.

The maintainers over there really bust their humps to get these jets ready; they have to be checked over completely every time the plane lands.

During our crew rest, they're out there in the heat. We've flown an incredible amount of sorties for how many people we have over there.

How do you feel about Base X?

It's not the greatest conditions. Everyone stays in tents and even with the air conditioners, it still gets really hot. What did get hard was trying to take advantage of our crew rests.

We are supposed to get eight hours of untouched crew rest, but sometimes it's hard to sleep with the heat and people working around you. They have trailers over there now so it's easier for the crews to get rest.

It could be worse, however. You have an interphone where you can talk to other pilots when you're in the plane. The Base X I was at is only one of several Base Xs. It's just called that because the location is

classified. Other crews would tell us over the interphone that they heard the Base X we were at was a better location.

It does have a good dining facility, but it's obviously not mom's home cooking. The base has a weight room in an aircraft hangar, and TVs for news and movies. They actually have a Baskins and Robbins ice cream shop.

How do you feel about the 319th's part of the mission?

I'm a little biased because I'm in the 319th wing, but I think we could be considered the MVPs over there. Without their fuel these guys wouldn't be able to complete their missions.

I think we probably have one of the more important roles over there, but we get over shadowed because we're not fighters or bombers.

People can see the end result of these caves blowing up, but if they didn't have their fuel they wouldn't be able to do that. And that's the entire 319th that makes it happen. It's a team effort.

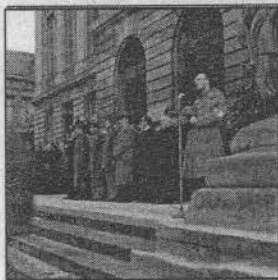
Were you involved in any combat situations?

Every so often at night I could see tracers off in the distance and I've seen a few coalition bombs. There were some Marines that went down who I had met. Their KC-130 had a malfunction and crashed. But I personally never was unfortunate enough to be close to any fighting or combat. I'd talk to pilots who were shot at and they were really shaken up.

But the American public has no idea how many sorties we fly. Even though any loss is tragic, it really is something for how few losses there actually are.

THE LEADER

On the cover: Chaplain Lund of the XIX TAC delivers a memorial address to those present at the Chalons Armistice Day ceremonies. Chaplains have been a part of the Air Force, since its inception.



Courtesy photo

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Voices from the front

Pilot provides cockpit view of Base X

By Steve Listopad
Public affairs intern

Editor's note: This is the third in a series of interviews with men and women from the 319th who have been to Base X.

"When you get to the point where you are living and breathing in a country, you become aware that everybody is human. People are largely the same, they have the same needs, wants and desires."

Capt. Dave Pratt, a pilot for the 912th Air Refueling Squadron, has served two tours at Base X. Pratt has been there four months in a nine-month period. Most recently, he was there in April. Base X serves as the forward operating location for U.S. air refueling aircraft in the Middle East. U.S. bombers, crucial during Operation Anaconda in March, are just some of the planes that receive mid-air refueling from KC-135 tankers stationed there.

As a pilot, did you have any close calls?

If you're driving home today and a semi cuts you off, you'll go home and tell that story. It's not because you put yourself in that position, it's just that you hap-

pened to be there. One day over the area of responsibility, we had a near miss with a British airplane. We came almost nose-to-nose with them.

Another night we took off and lost most of the PO static instruments in the airplane. Luckily, we had an outstanding crew and we were information with another airplane. The jet is also really tremendous. You can lose a lot of stuff on the airplane and still recover. So when the PO static instruments went out, the other airplane moved out of formation, we followed him out and finished the aerial refuel. It was really non-standard

What's going through your mind during those moments?

You try to figure out what happened. First you think "what did I do wrong?" I'm giving this input to the airplane and it's not responding as I expected it to. And then you confirm with the rest of the crew that you're doing everything right. Once you've established that, then, well, maybe it's the airplane.

It's better to know that the plane is broken than you're broken. You go up and you like to think you know what you're doing. And if you don't, it's probably a

marker that you need a career change.

Don't you get scared?

It's always fun to do something a little more challenging and to overcome adversity, but the crews are excellent and the plane, which has been flying for over 50 years, is a great plane. So when something does go wrong you don't get too scared.

How do you feel the mission is going and what was the morale like?

You're always going to have the threat of the big hammer over terrorists. You can't talk to them. So a show of force is necessary to keep them from coalescing.

Everything is a learning experience. You can't step out the door and go somewhere where you've never been and be a 110 percent from day one. But I'll tell you that I've never seen an operation come together so well as during that deployment.

I had the five operations squadron commanders loading my bags on the airplane the night that we left. The wing commander was out making sure everything was fine. And that's just the flyers. The support folks, the maintenance guys...heck everyone was involved. When we got up on the plane there were little

bags of treats from grade school kids. It was tremendous to see everyone come together. The town, the base, everyone.

You can look at the mission in two different ways. Take the security forces guys. They're going to get out and drive around in that Humvee in 100 plus degree temperatures. And they do that all day, every day, so of course they're going to get tired of that task. As far as the mission goes, protecting the U.S. and freedom, that's not what they get tired of. War is not at all like the motion pictures and it does get long and tiring.

The people that are there know that the base, the community and the entire U.S. are behind them. And that's really important. From the kids that wrote notes and made cookies to the leadership that went over there.

When you're talking about October or November when we took Maazar-e-Shariff, you can say, 'Hey I got a lot of job satisfaction out of that.' But then now when you say, 'We're patrolling the border between Afghanistan and Pakistan.' It's still just as important but not as quantifiable. It's hard to maintain job satisfaction as you go further down the road.



Editorial staff

Col. Keye Sabol	Wing commander
Capt. Patricia Lang	Chief, public affairs
Staff Sgt. Scott Sturkol	Chief, internal information
Senior Airman Monte Volk	Managing Editor

News

CGOA visits Canadian NORAD Headquarters

By 1st Lt. Carrie Q. Kilareski
Company grade officer association vice president

A group of 11 officers from the base's company grade officer association took a leadership development tour to the 1st Canadian Air Division and the Canadian North American Aerospace Defense Command Region Headquarters in Winnipeg, July 19.

The tour, sponsored by U.S. Air Force Brig. Gen. Andy Dichter, Canadian North American Aerospace Defense Command Region deputy commander, served to increase the American officers' awareness of the Canadian Air Force's role in North American/NORAD homeland defense, highlight opportunities for personnel exchange programs and to gain an appreciation for Canadian Air Force history and culture.

Dichter was pleased with the enthusiasm of the officers' to learn more about their Canadian counterparts.

"I'm happy to see these Grand Forks Air Force Base officers take advantage of a unique opportunity to visit this bi-national 1st Canadian Air Division and gain a valuable appreciation of one of our most important allies," Dichter said.

This was the second annual company grade officer's association trip to the Canadian NORAD Region Headquarters.

Security forces airman receives Air Force level excellence award

By Steve Listopad
Public affairs intern

Airman 1st Class Christine Ennis, 319th Security Forces Squadron, received the Air Force outstanding security forces flight level airman award for 2001.

The award was presented June 28, by Col. James Hutchison, Air Mobility Command security forces director, at a security forces world-wide symposium in Colorado Springs, Colo., along with 17 other award winners.

"Airman Ennis is an outstanding troop," said Staff Sgt. William Graham, 319th Security Forces Squadron. "She really works hard and is a role model to her fellow airmen. The Air Force is lucky to have her."

Ennis credits her successes partly to her core values. "You can never get in trouble for doing your job," she said. "And that's all I do. I do my job and I don't really feel like I do anything extra at all."

Reflective of her character, Ennis was overwhelmed when she received the award.

Along the way to winning the AF level award, Ennis was recognized in many other ways. For the July to September, 2001, quarter, she was awarded the "Outstanding Airman" for her squadron, her support group, and then the entire wing. Next she won the "319th Airman of the Year" award

for security forces, followed by AMC "Airman of the Year" award for security forces.

In the award arena, all that may remain for Ennis is to be nominated and win the "Airman of the Year" award for all career fields, which Graham feels she would have a good shot at winning.

Ennis entered the Air Force two years ago at the age of 22. She tried college twice when she graduated from high school, but never was able to finish before she decided to join the military.

"I always wanted to join the Air Force," said Ennis. "I'm very glad I waited until I was a little older. When I was 18-years-old I wasn't as mature as I am now and I doubt I would have performed as well as I have. But those four years in between really gave me a chance to grow up and realize what's important."

Her supervisors and co-workers have been a big help to her in all her accomplishments, said Ennis. Her favorite experiences in her squadron revolve around the people she makes contact with on a daily basis.



Airman 1st Class
Christine Ennis

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Fuels management ... Keeps it flowing

By Steve Listopad
Public affairs intern

"Without fuel a pilot is just a pedestrian," said Staff Sgt. Joshua Stromberg, 319th fuels management control center supervisor.

The fuels team has a big part to play in the 319th. Afterall, this is a refueling wing.

All the fuel that comes on base is managed by the fuels team and accountability is a top priority. With a total of 74 personnel and 18 deployed, a few at Base X, the team has a big job on their hands.

JP8, the high octane jet fuel used by the KC-135 Stratotanker, and diesel fuel is pumped 15 miles from the Defense Energy Supply Point in Grand Forks to the base.

Grand Forks AFB uses on average 80,000 gallons of fuel a day. The base activity for the quarter from Oct. 1, 2001, to June, 24, 2002, was 12, 862, 612 gallons of fuel.

To make sure that the fuel coming into the base is the best quality, lab technicians take roughly 150 samples a month. The fuel is tested for its lubricity and for contaminants along with other factors. Before a fuel can be used in any of the base's aircraft it must meet strict guidelines. When fuel samples are run through a filter, the filter becomes discolored by contaminants. The color is matched up with a

color chart to determine whether it is safe or needs more cleaning.

"One of the important qualities to have for this job is to not be colorblind," said SrA Ryan Crossman, fuels lab technician.

Msgt Scott Ross, fuels information service center, said bad fuel can be attributed to aircraft malfunction but he can't remember a time that the fuel has been the primary cause. In most cases where jet fuel becomes

a concern during an aircraft malfunction is when there is a faulty valve or vent on the plane.

Since the fuels team is responsible for accounting for all the fuel, they need to keep strict records of all the fuel transfers on base. During a mid-air refueling operation, the boom operator will document the fuel transaction and forward that to fuels management so they can get reimbursed by the receiver's wing.

With so many gallons passing through the base each day, the fuels team considers it a success to have their records within a few hundred gallons at the end of the day.

Ross said, "Fuel is the opposite of water, when it gets hot it expands and when it gets cold it contracts. So during days of intense heat we may notice that we have more gallons of fuel than we should. This fluctuation is expected and normal."

319th fuels management is proud to say that it is one of only a couple bases in the AMC that can claim 100 percent accountability for the last quarter.

Fuels management operates 13 fuel-pumping trucks as well. While two of the aircraft ramps are furnished with a multi-million dollar underground pumping system, one is not. These tankers are also used to de-fuel planes when they are being repaired or cleaned.

Currently, it takes fuels management personnel seven to eight minutes to get from their headquarters to the flight line. From there, it takes 30 minutes to fuel a plane or one hour to defuel. According to Ross, these are some of the best times in the AMC.

Also under the auspices of fuel management is the VIL (Vehicle Identification Link) key. This allows military vehicles to refuel on base by just inserting a key into the pump. The information on the key is then identified by the control center, and if the vehicle, for whatever reason, is locked out of the system, it will not be able to receive fuel.

"We try to improve on something everyday and leave it a little bit better than we found it," said Ross. "There is a lot of pride here. And it's really more like a family than a flight."



Photos by Senior Airman Monte Volk

Above: Airman 1st Class Jonathan Schmechel, shutdowns the receiving line.

Below: Senior Airman Ryan Crossman, left, tests the fuel system icing inhibitor additive which is put in to take out the water. Airman 1st Class Russell Mackey performs the bottle method for solids. This test tells how many milligrams of contaminate per gallon of fuel.



maintenance needs a new part to fix an engine, they contact COSF. In fact, COSF works side-by-side with maintenance, serving as a direct link for all of their supply needs.

"The 319th ARW mission is refueling aircraft and deploying at a moment's notice," said Staff Sgt. Cheron Nieves, 319th SUPS noncommissioned officer in charge of cargo movement. "The COSF mission is to store and maintain control over peacetime and wartime stock used in the everyday mission of the 319th."

COSF airmen are responsible for maintaining control over assets stored by checking transactions and histories,

successfully deployed, or when a supervisor sees a job well done by a troop, and that troop sees a job well done by himself."

Since most of the COSF sections are manned 24 hours, less than ideal shifts are often expected.

"A good troop will avoid passing the buck if necessary," Nieves said, "and will provide assistance to a shift they are relieving when necessary. And, despite all the physical labor our duties involve, a troop will still maintain an excellent appearance."

Airman 1st Class Eddie Perez places placards on a deployment kit. Placards are used to track deployment kits.

Photo by Senior Airman Monte Volk

Like any successful team player, COSF personnel know, accept and embrace their role.

"We pride ourselves for the contributions we've made toward the mission by successfully deploying personnel and assets to numerous forward locations," Nieves said. "Near or far, we provide assistance through a continuous flow of aircraft parts and the best supply personnel."

"Simply put, you can't fly without supply."

Supply, demand

319th frees up space with move to agile logistics

By Steve Listopad

Public affairs intern

"The whole logistics system was based on having everything on the shelf just in case," said Chief Master Sgt. Louie Madsen.

But no longer. Transporting items with the use of such couriers as FedEx, Airborne, and UPS is the cheaper way to go.

According to Madsen, the Air Force's biggest expense is paying for manpower, followed by use of space. One of the bigger changes for the supply squadron over the last decade has been its move to agile logistics. Most of the commercial products, as well as products that have shelf lives, are now being purchased from outside warehouses or directly from the vendors as needed. Madsen called it the "just in time philosophy."

This practice, among other changes, has caused supply's use of space on base to drop from 109,000 square feet just a few years ago to 48,000 square feet. The rest of the space is now used by trans-

portation and other squadrons which need more room. Products that will always remain stored on base are those with mil specs, such as jet parts and weapons.

Since having less inventory and space requires less manning, supply cut personnel down by 10 percent to 189.

With the agile logistics also came IMPAC. This card is issued to squadrons to purchase what they need when they need it directly from local vendors. The old process involved a squadron member calling up the supply warehouse, which in turn would track down items that were stored somewhere on base, and then deliver them to the squadron.

"The squadrons may perceive they are doing more work now since they have to use one of their own personnel to purchase what they need," said Madsen, "but what it really comes down to is good business sense. This is good business sense. The Air Force saves money, and that filters down to everyone."

Another change has been the regionalizing of several functions. Madsen said there were many positions that, due to

technology and the advancement of the internet, could be consolidated into one person working out of Scott Air Force Base.

The next big thing to happen to supply will be its merger with transportation into the new Logistics Readiness Squadron, which will fall under the Mission Support Squadron. Madsen said, although people are inherently resistant to change, this move makes sense since both supply and transportation are so closely connected.

"For supply, transportation is our lifeline because they move our stuff," said Madsen.

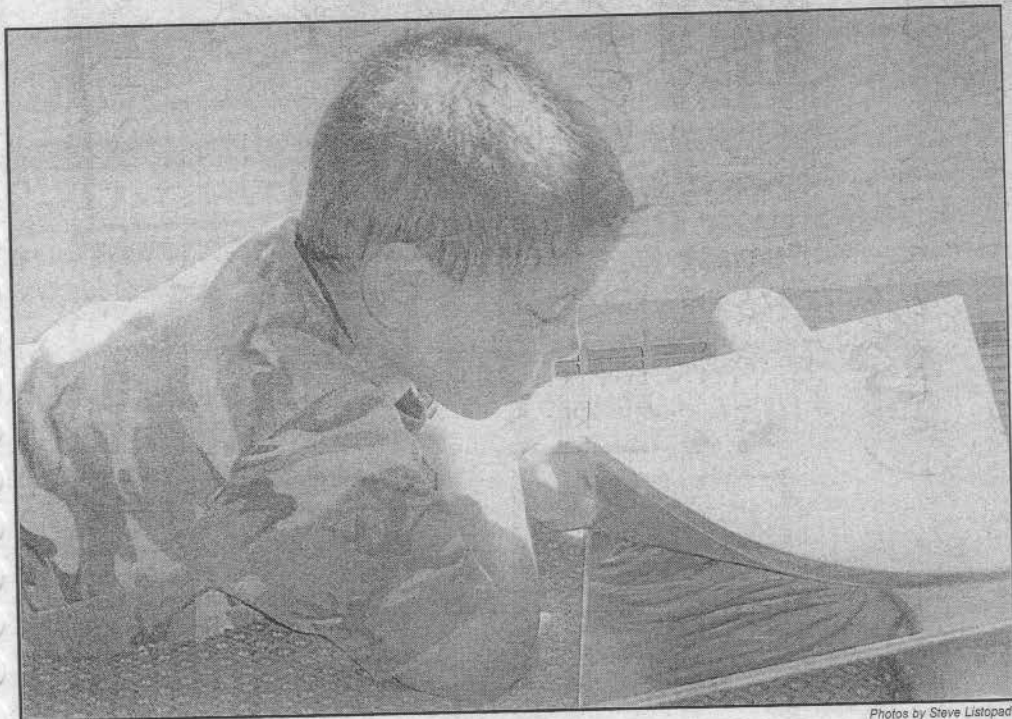
"Even though we are going through a lot of changes," he said, "logistics is still a very viable career field. Many people rely on you to execute the mission. There's an old saying that says, 'you can march an army to war on their feet but it takes logistics to keep them there.'"

With all of the changes that supply has faced, Madsen reassures the base by saying, "We're still functioning the same way. We're just doing it smarter with fewer people."



Photo by Senior Airman Monte Volk

Airman Chris Bloodworth stocks a supply shelf atop a cherry picker.



Scott Boozer kicks back by reading a book at the youth center.



Amber Scheuer creates an art project at the base youth center.

Schools not only place children receive *Education*

By Steve Listopad
Public affairs intern

With the school year quickly approaching, working parents will be deciding what to do with their children in the before and after hours of a normal school day. The base youth center may have the answer with a variety of programs focusing on educating and exercising children.

The Before and After School Program, headed by school age coordinator Peggy Howard, is just one of many programs the youth center offers.

"We provide a safe and healthy environment for kids to learn and be with their friends," said Howard, "and we're a lot of fun."

The school age programs are nationally accredited through the National School Age Care Alliance (NSACA). Very few are programs of this type are accredited in this area, according to Howard.

The goal of school age programs is to "pick up where the schools leave off," said Howard.

Children get physical activity, nutritious meals, and coaching with computer technology. The computers are equipped with Internet access and encyclopedias for children to explore. To assuage parents' fears of uncontrolled surfing, the computers are equipped with a cyber patrol

program that limits where children can go. New this fall, parents are required to sign a permission slip for their children to use the Internet.

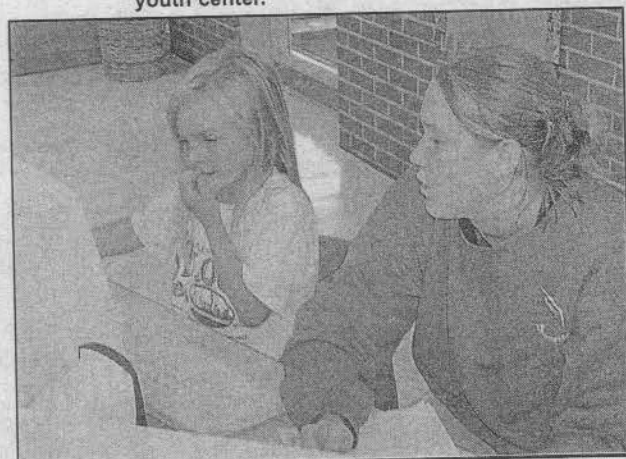
The Before and After School Program is for ages 6 to 12. Even though the curriculum changes weekly there are several mainstays. Power Hour is in its third year and allows children time to work on homework after school. And Kid's Lit, which is in its second year, works on reading and comprehension.

Programs for teenagers include Goals for Graduation, which is set up by the Boys and Girls Club of America, and Encore. For Encore, according to Dawn Thompson, assistant youth director, the Youth Center coordinates with the schools to provide recreational activities on Mondays and Fridays.

The Youth Center has around 700 to 750 children currently registered out of roughly 1200 children on base. The Before and After School Program can accommodate 125 children, and the Encore program can accommodate 40.

The Youth Center is continually developing their relationship with base schools concerning their programs.

Howard and Thompson hope to coordinate with the



Kassy Johnson helps Madison Volk surf the Internet.

schools on building a class textbook library at the youth center, and they both agree an area of improvement is to make better use of what Grand Forks and surrounding communities have to offer.

The Youth Center and its programs also use the Liberty Square multi-purpose facility. Classes offered by the Youth Center include piano, dance, gymnastics, karate and a variety of others.

If you are interested in finding out more about school age programs at the Youth Center, please call 747-3150/3151/3152.

Medical logistics: Not just kicking boxes

By Steve Listopad
Public affairs intern

"Anything from Band-Aids to defibrillators. If it goes inside and out of a medical facility we're in charge of it."

Master Sgt. James Swailes, 319th Medical Logistics group, has a big responsibility. He and his staff need to make sure that all the medical materials, whether it be prescription drugs, first aid kits, or operating kits, are on base when they are needed.

"A general rule for an asset that we've never seen before is seven days," said Swailes. "That used to be 40 to 60 days."

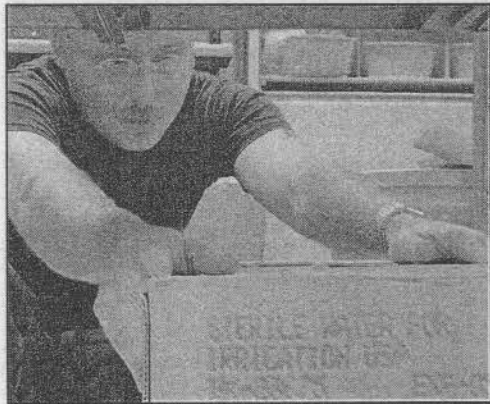


Photo by Senior Airman Monte Volk

Tech. Sgt. Tracy Wynne moves a box of sterile water, while they were taking inventory.

Most medications, if they are not in stock, can be on the base in 24 hours. "If you need a prescription every 90 days, and you're the only taking it, we don't need to keep it on the shelf. But we can get almost any drug we order the next day, so if you call in a prescription it's like it was always on the shelf," said Swailes.

Five years ago, \$2-3 million worth of drugs were stored on base. Now that number is down to \$50,000. "We wanted to get rid of all the drugs we were storing and buy them when we need them. The cost is higher, but we don't have to worry about expirations dates and other costs related to storing materials. It's more manpower intensive on the acquisition side, but new software helps out by giving us recommendations on what we need and then we validate what the computer recommends we order. If you need an item in 12 hours and you can get it in 3, why spend the money to maintain it," said Swailes.

"If a clinic deploys somewhere, someone would need to be in charge of getting them what they needed," said Swailes. "They'll go in with what they need to last them for 30 days to maintain conditions. Entomalaria is good to look at. You may go into an area that has potential for malaria, but it's only at certain times of the year. We would send enough for maintenance if it wasn't a hot time of year."

Swailes and company deal directly with pharmaceutical companies and all government supply organizations. When a physician writes a prescription, it goes into the computer and medical logistics can anticipate what they'll need. By coming in line with the way the civilian sector works not having to purchase supplies only from govern-

ment agencies has helped speed up the acquisition process.

For as long as Swailes has been there, they've always been able to get it in within the time limits. Even in extreme circumstances.

"There was a situation in Turkey," he said. "One of the marines had gotten bit by a snake and we needed to find the serum for the snake venom. Well the only place you could find it was in Canada. The problem when dealing overseas is that the Air Force can't give anything that is not FDA approved, so within 24 hours we had to get authorization from the FDA to purchase from a foreign source and then we had to find out how to get the serum from Canada to Turkey. We ended doing all that and getting it to Turkey within 24 hours."

"During the flood of 1997, we were very short on IV solutions. A plane was coming up from Scott and they had to take all the luggage out to stock the plane with IV solution. We then furnished the crew on that plane with clothes and supplies from our base," said Swailes. The flood of 97 also caused the med logistics group to lose their computer system. It took them six hours to turn it over to a manual operation and the Med Group didn't even notice.

Knock away the war reserve material and the first aid kits, and Swailes says they are exactly the same as their civilian counterparts. "We have a few more military requirements that we need to follow when it comes to standardization, but we are essentially the same as any civilian medical supply group."

The slogan for the flight is "Log Dogs: Doing what it takes." Swailes said, "You as a customer, if you walk through the door and give us a ridiculous request, we'll get it for you first and then we'll ask you why you need it."



Photo by Senior Airman Monte Volk

Tech. Sgt. Steve Kolodyrski, performs a check on the 319th Medical Group's Local Area Network's infrastructure. The 319th MDG's computer information systems office provides computer-based support for 190 government clinical employees. The systems office maintains the Local Area Network's infrastructure to include 220 desktop systems and ten medical server intranets. Contracted personnel, along with military systems specialists, ensure error free operation of the Department of Defense' Composite Health Care System, which is the medical data information system essential for patient care.

Helping hands

The 319th Medical Support Squadron does just that, it supports the 319th Medical Group with ancillary care including the laboratory, nutritional medicine, pharmacy, radiology, equipment repair, computer systems, budget analysis, manpower and TRICARE. (see Page 11 for more)



Cheryl Mepes is one of 10 TriWest services representatives in the TRICARE Service Center. Their mission is to provide its customers access to high-quality, cost-effective health-care services and superior customer service. The staff books appointments, enrolls beneficiaries, processes referrals, assists with claims and billing problems, case management of seriously ill beneficiaries and oversees patient care of beneficiaries admitted to civilian hospitals.

Master Sgt. Richard Lofgren, 319th Medical Support Squadron radiology technician, looks at an X-ray. All routine X-ray examinations are performed at the base clinic and interpretation of all X-ray films are done through the Altru radiology department. Requests for special diagnostic imaging procedures such as mammography, ultrasound, nuclear medicine, fluoroscopy and contrast studies, must be approved by the patients health care provider or primary care manager. Requests for special procedures are processed and scheduled through the base TRICARE office.



Photo by Senior Airman Monte Volk

Diagnostics, therapeutics

The Diagnostics and Therapeutics Flight is the largest flight in the Medical Support Squadron and encompasses all the ancillary services (diagnostic imaging, laboratory services and pharmacy). These departments provide services not only to in-house providers, but also to Tri-Care network providers and other military medical treatment facilities. Although these functions are part of the support network they are engaged in the direct delivery of patient care.



Photo by Steve Listopad

Tech. Sgt. Toby Handly prepares to collect a blood sample. Laboratory services mission is to produce superior quality, accurate, timely and meaningful diagnostic and therapeutic information during peacetime and war at home or abroad. They accomplish the mission by using sophisticated diagnostic laboratory equipment and a laboratory network of civilian, state and military labs. The lab provides basic diagnostic services that aid clinicians in the diagnosis and treatment of disease. They also perform preventative and screening tests to ensure active duty, guard and reservists are ready to deploy.



Photo by Senior Airman Monte Volk

Airman 1st Class Kristi Woldt fills out a label for a bottle of medication. Pharmacy services prepares new and refill prescriptions, injectibles, topicals and compounds daily, as well as pre-packing medications for the weekend acute care clinic. They process over 6,000 prescriptions each month from all over the world for approximately 8,000 beneficiaries. They supply medications for in-house use to nine areas in the 319th Medical Group and work hard to maintain the efficacy and integrity of each drug. Patient counseling is a priority to ensure patients understand the aspects of their medication.

Special Series -- War Stories

Memorial wall causes vet to reflect past

By Steve Listopad
Public affairs intern

Dennis Dowden sits on the back porch of his small country home just south of the base. Birds are singing, country music is echoing from a small radio in the Quonset. A wind chime gently plays in the wind over Dodson's head. But Dodson seems oblivious. He's been asked to recall the sounds, the fury and the aftermath of a time that he doesn't think of much anymore. Now Dodson only thinks of the Wall, and how he will react when he finally sees it.

On August 30, the Moving Wall makes its way to the Engelstad Arena in Grand Forks for local Vietnam veterans, families, friends and everyone else to pay homage to the lives lost in our fight against Communism. Dodson, a three-tour-veteran with the Air Force, is just one of the many volunteers who will be lending a hand to help keep the Wall open 24 hours a day until it leaves on Sept. 5.

"I have no idea what it will be like," said Dodson. "There are men who you think of as strong and macho that break down and bawl. And then there's the opposite; men you expect to break down but just stand there very thoughtful and serene. I don't have a clue what will happen to me. But I do know I would have a harder time if I

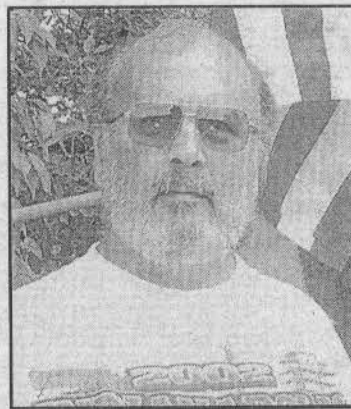
was going to see loved ones on a Sept. 11 memorial. In a war you expect to see this stuff. War is just the unfortunate by-product of two countries that don't agree on each other's political backgrounds. And you expect to see body bags, and guys come home with stumps for legs and holes where their eyes should be. But just regular people going about their regular business, like on Sept. 11, and all the hostages on those planes that were part of the terrorists' weapons. That's just unbelievable."

Dodson will be seeing the Wall for the first time. He graduated high school in 1965, joined the Air Force in March of 1966, and a year later he was in Plei Coon, Vietnam.

"I graduated with about 1,000 people from high school," said Dodson. "A lot of my high school class was going over to Nam and I just don't know what it will be like to see classmates' names up on the Wall. Most of the closest people to me that died were from my high school class."

While Dodson saw friends and family get shipped off with the Army and Marines, he decided he had a better chance of staying farther away from war in the Air Force. But as a propeller repairman his skills were vital to the mission. He soon found himself on a flight line with grenades and mortars as the most prevalent sounds to listen to.

One of his first experiences over in Vietnam was watching a gun ship pass over his head and strafe the tree line several hundred yards from where he was standing to push back the enemy. "It was just incredible and terrifying," he said. "People were running around, running into walls, and we all felt stupid the next day when we realized



Dennis Dodson

there was a bunker right next to us."

"You learn a lot about yourself," said Dodson. "What you can do, what you can't do. You definitely find out that what you thought at one time were limitations, really aren't. And anybody you ever run in to that says they weren't afraid over there are certifiably crazy."

Dodson returned two more times to Vietnam. "When you're young, and basically stupid, you think you're invincible," said Dodson. "You know you've survived and nothing can hurt you. I slapped Superman in the face on bad days just for fun."

Getting back from Vietnam doesn't provide much collateral with local banks, and Dodson, who was young and "invincible" had spent all of his money earned overseas on expensive cars and excitement. Dodson returned to Vietnam of his own volition for the primary reason of making a living. "It sure wasn't courage that sent me back," he said. "And it wasn't a very smart decision."

While Dodson was never wounded by enemy fire, just like most vets, he suffered emotionally. "I think everybody does," he said. "For a long time whenever I went to an air show and they started unloading a C-130 I would have to close my eyes. Cuz in Vietnam they would be unloading body bags."

Dodson said, "I would have to repair parts on the planes while they were full of bodies. You're sitting there trying to work and you try to not to look at the tags. You just don't want to know."

-- See WALL, Page 7



Editorial staff

Col. Keye Sabol	Wing commander
Capt. Patricia Lang	Chief, public affairs
Staff Sgt. Scott Sturkol	Chief, internal information
Senior Airman Monte Volk	Managing Editor

Within a month or two I had started talking to people and I noticed the education center here was packed full of cars every night during school terms. The overwhelming understanding I got was the people just loved going to school here and something told me I needed to do the same.

Now I had college credits scattered all over the place to include those from the military, the College Level Examination Program and from previous schools. All I needed to do was find a school that would take all the credits and put them towards a degree program. That school ended up being Park University of Parkville, Mo.

I chose to go for a bachelor's degree of science in

The two and a half years I went to school was certainly a commitment, but it was also fun and to think I thought I was a know-it-all before. I learned so much one can't even begin to comprehend to talk about it.

Funding for school was little or no problem as well. As a staff sergeant with four family members I qualified for a federal Pell Grant each school year. I also had my GI Bill and 75 percent college tuition from the Air Force (although you can't use them together). All I had to worry about usually was book expenses.

My advice for you for when you apply for federal

1,100 hours away from home.

With three children and a spouse, going to school is a challenge and you must be patient, hard-working and flexible. I'm just glad we survived it and I thank my wife for being as wonderful as she is for standing by me through it all.

My future should be much brighter now that I have furthered my education and new opportunities are open to me to include officer training school, and, if I leave the military, a better job in the civilian sector. So overall, everyone, including my family, will benefit from my education and you should see now that going back to school really is a good thing.

-- WALL, from Page 2

For years Dodson tried to show no emotion until a friend's daughter helped him open up. "She was just a little twerp, probably 4 or 5 years old, and she kept telling me I don't look happy. And I'd say 'I'm happy' but she wouldn't believe me because she said I never smile. With her little hands on her hips she'd say 'you're just not happy.' It was like I was being reprimanded. So she went into the house and came out with her little teddy bear and said hold this and don't you put him down til you leave, shakin' her little

finger at me.

"So I'm helping my friend work on his car and I set the bear down, and she shows up and says 'where's the bear? You're supposed to hold him.' Her finger waggin' at me. So then after that, every time I'd go over to the house she'd make me hold the bear.

"And one night, I was watching TV with my friend and his wife and I've got this bear sitting on my lap, you know. I kept looking at it and looking at it. And I said to myself this must be the stupidest thing in the world but this bear actually makes me feel pretty good."

Now Dodson can lay claim to a very large collection of teddy bears. He retired from the Air Force in 1986 and worked at the flight school at the University of North Dakota for several years afterwards. "The day I retired from the Air Force I walked off base," said Dodson, "I took my Norelco, went over to the gravel pit, sunk a piece of 2x4, tied the Norelco to it, came to braced attention, saluted it, pulled out my 44 magnum and blew it into a million pieces. After that the inside of a barber shop wouldn't see me for another two years."

"The first day seeing the Wall is going

to be the toughest, but I'm going to get there early so I can be alone without all the tourists and stuff.

"I don't think anyone could predict how they will react when they first see it. But if anyone has any doubts about seeing it, I would say that they should just go and see it. It's necessary. Dodson would much rather relax and enjoy the wind chimes, the birds and the country music, but with the Wall so close now and the memories creeping back in, mortar and gunfire will surely be adding their melodies of his music during his afternoons on the porch.

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