



**Fighting Terror...
....Building Peace**

Bagram Bullet

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U.S. Air Force photo by Master Sgt. Orville F. Desjardais Jr.

Dusty landing

A 455th Air Expeditionary Wing C-130 Hercules touches down on Tarin Kowt's dirt runway. Because of the increased threat level there, aircrews make the stop there as briefly as possible. A single Airman there makes that happen. See page 2.

Airmen are battlefield innovators

Air Force News Service

BALADAIRBASE, Iraq — Airmen are adapting to the battle space and an evolving enemy in Afghanistan and Iraq, said the commander of U.S. Central Command Air Forces.

Lt. Gen. Gary North told Airmen here during a visit July 5, they are always ready to support ground commanders despite an increased operations tempo.

"This war has moved from contingency operations to sustained operations," General North said. "Sustainment, by nature, costs more in people away from home and in dollars to fight the war. Our goal is to be extremely effective and extremely efficient."

According to General North, Airmen are continuing to improve with each air expeditionary force rotation. Better Airmen are be-

ing presented each time and are making working and living conditions better for each rotation.

"We've aligned with the requirement and courageously employed Airmen from space down to convoy operations, including aeromedical support, prison guards and interrogators.

"We've utilized the flexibility, the speed and ingenuity of Airmen to allow us to do our air and space mission more effectively," General North said.

Adaptations learned on the battlefield are being applied each day, making it possible to cut the costs of sustained operations while increasing effectiveness, he said. One example of this is the deployed C-130 presence.

"We've been able to decrease our C-130 numbers in theater from a high of 64

down to the mid-40s while increasing their efficiency by 33 percent," General North said.

The general also said Airmen are winning the war by constantly looking for ways to do their jobs better.

"The best innovator is the Airman on the beat, whether that beat is convoy operations, controlling the airfield or behind the scope of a Predator," General North said.

"It's the innovation of Airmen that has allowed us to go out and find (improvised explosive devices), design better convoy route methodologies and take the best maintenance practices here at Balad to fly F-16 (Fighting Falcons) at a rate unheard of in the history of the weapon system," he said.

"We've seen the same thing in our aging fleets," General North said. "Airmen are figuring out ways to present ready forces under incredibly daunting odds."



INSIDE:

ATOC handles everything from tons of cargo to a single Airman

See feature on Page 9



Pit stops in "hot" zone require quick off-loads for aircrews

by Master Sgt. Orville F. Desjarlais Jr. 455th AEW public affairs

TARIN KOWT, Afghanistan – When people deployed to Afghanistan say a location is "hot," it could mean one of two things. Either it feels like the sun is closer than the moon, or the enemy is lurking about.

Here, both meanings apply.

For pilots, that equates to making quick pit stops here so they can get in and out of this danger zone as quickly as possible.

For Tech. Sgt. Philip Lester, deployed from Eglin Air Force Base, Fla., that means enduring a 140-degree heat blast from behind C-130 Hercules engines as he unloads cargo and passengers swiftly.

Called an engines running off load, the aircrew leaves their engines on so they can take off quickly, minimizing time spent on the ground.

"We don't want to shut the engines down because of the threat level there and

also because of Murphy's Law," said Capt. Kirby Shacon, an Alaska Air National Guard C-130 co-pilot. "If we shut the engines down and they don't start again we can't leave because we don't have support there. That would leave us, and a high-valued asset, stuck at a forward operating location."

The captain said the last time he was here, his cargo was loaded and unload very quickly, which is surprising since Sergeant Lester is a one-man air terminal operations center. He's the only Airman in the 330th Movement Control Team, an army unit deployed from Bagram Airfield, Afghanistan.

Sergeant Lester is also the only person knowledgeable in air transportation movement. The Army is familiar with Afghanistan's jingle trucks, which are decorative trucks used to haul cargo, but it has limited experience with air movement.

"I've been teaching soldiers how to load and configure pallets, manifest passengers and work on an airfield," Sergeant Lester said.

Here since May 23, the sergeant works out of a metal cargo container that sits at the end of a dirt runway. He gets dusted every time a C-130 takes off. The temperature rises to about 114 by noon, and his nine-by-six-foot container does not have air conditioning

When he has passengers — usually Soldiers on leave trying to get back to civilization for a couple weeks — he and the passengers chase the shade around the lone container. While they're waiting for the C-130 to arrive, he briefs them about the boarding process.

"Since we want to limit their exposure to (the extremely hot prop wash), I tell them to move as quickly as possible to the aircraft," he said.

Sergeant Lester couldn't possibly get the job done by himself. Staff Sgt. Walter Shutler, an Airman assigned to an Army fire department, has helped Sergeant Lester since the fireman arrived June 1.

"Since my job is mostly to remain ready, I have plenty of time to learn about other jobs,"

Sergeant Shutler said. "This also helps me in my job. Since we have deployable fire trucks, I've learned how to strap them down in an aircraft and to fill out the paperwork correctly."

Using forklifts, the two also help load and unload Australian, British and Dutch aircraft.

Every day, until the Dutch control this forward operating base later this year, Sergeants Lester and Shutler will continue to load and unload aircraft as the military moves cargo and passengers through this



U.S. Air Force photo by Master Sgt. Orville F. Desjarlais Jr.

Tech. Sgt. Philip Lester hurriedly unloads a 455th Air Expeditionary Wing C-130 Hercules on Tarin Kowt's dirt runway. In 114-degree temperatures and prop wash from the Herc, the temperatures behind the plane reach to about 140 degrees.

war zone.

This newspaper is an authorized publication for Airmen and Sailors deployed to Bagram Airfield, Afghanistan. Contents of the Bagram Bulletin are not necessarily the official views of, or endorsed by, the U.S. Government or the Department of Defense. The editorial content is edited, prepared and provided by the 455th Air Expeditionary Wing Public Affairs office.

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'Ammo' Airmen arm Bagram's war fighters

By Maj. David Kurle
455th AEW public affairs

BAGRAM AIRFIELD, Afghanistan – Bombs, bullets and explosives are hazardous to friend and foe alike but are handled with care by the men and women who work in the 455th Expeditionary Maintenance Squadron's Munitions Flight.

Known as "ammo" troops, the Airmen of the munitions flight handle all of the bombs, ammunition, defensive ordnance, explosives and bullets used by the Air Force in support of Operation Enduring Freedom here.

"Without ammo, the A-10 would be just a flying observation platform," said Senior Master Sgt. Brad Wilson, assistant flight superintendent. "You wouldn't have secu-

rity forces out there with loaded weapons, they'd be using sticks and stones."

The munitions flight takes charge of all ordnance until it leaves Bagram, either on an aircraft or in the magazine of a firearm, according to Sergeant Wilson, an Air Force reservist deployed from the 442nd Fighter Wing at Whiteman Air Force Base, Mo.

The flight receives ordnance from supply points, inspects it; stores it; combines different components to build it, for bombs and missiles; then delivers it where it needs to go, whether to the flight line or for individual issue, in the case of small arms.

"If you don't inspect it, it could be damaged in such a way that it won't work as expected," Sergeant Wilson said. "We don't want to put something out there that will hurt someone or something that won't function."

In addition to the 442nd, members of Spangdahlem Air Base's 52nd Fighter Wing, Germany, and the Kansas Air National Guard's 184th Air Refueling Wing also work in the munitions flight.

"I think our crew has been pretty well integrated," said Staff Sgt. Josh Brewster, a munitions specialist from the 52nd FW. "And, from what I've seen on the flight line, they've meshed pretty well out there too."

"Watching the integration of active duty and reserve, then accomplishing the mission is the best part about being deployed," said Staff Sgt. James McCall, also a munitions specialist, and a reservist from the 442nd.

"I think they've been doing a bang-up job," Sergeant Wilson said. "Our Airmen have been doing everything they've been asked and tasked."

However, working in ammo is not all bombs and bullets. The Ammo troops must also maintain auxiliary equipment, such as trailers used to transport ordnance.

"I don't know too many guys in munitions who like doing trailer maintenance," Sergeant Wilson said. "But it's one of those jobs that has to be done."

All the ammo troops in the 455th need to be proficient and proficiency comes from training and actually performing their wartime tasks repeatedly at their home units, with some differences.

"It pretty much feels like working back home, except that we're not building BDU-33s," said Master Sgt. Leroy Williams, referring to training munitions dropped by the A-10s of the 442nd FW when they're not deployed. "It's interesting knowing that your end result here in Afghanistan is helping out our troops on the ground."

"I know why they're dropping bombs here," said Master Sgt. Robert Jackson, a reserve munitions specialist, also from the 442nd. "It's to save our guys' lives. So the least we can do is give them ordnance that works."

"A big part of our pride comes from knowing that we're getting those bombs and bullets out there to help our Army brethren," Sergeant Wilson said. "When ammo works, it's because we did our job."



U.S. Air Force photo by Maj. David Kurle

Master Sgt. Robert Jackson inspects a 30 mm round for an A-10 Thunderbolt II in the munitions storage area here. Sergeant Jackson is a member of the Air Force Reserve deployed to Bagram as a munitions specialist. He and other munitions Airmen receive, inspect, store, assemble and deliver ordnance used on aircraft and in small arms.



Image courtesy of Lockheed Martin

Lightning II makes its debut

Air Force Chief of Staff Gen. T. Michael Moseley announces the name selected for the new Lockheed-Martin F-35 during the inauguration ceremony at the Lockheed Martin plant in Fort Worth, Texas, on July 7. The jet, named the Lightning II, is a fifth-generation, supersonic stealth fighter designed to replace a wide range of existing aircraft, including the AV-8B Harrier, A-10 Thunderbolt II, F-16 Fighting Falcon, F/A-18 Hornet and Royal Air Force Harrier GR-7 and Sea Harriers.

Letter to Airmen recognizes Total Force

SANANTONIO (AFP) — In the latest Letter to Airmen, Secretary of the Air Force Michael W. Wynne recognized the Total Force.

“As a leader in the Total Force Integration, the Air Force continues to benefit from one powerful, cohesive team formed by our active-duty Airmen, Air National Guardsmen and Air

Force Reservists. In my travels around the Air Force, I see this synergy firsthand and realize our training and operations make it impossible to differentiate between the three components.

“We simply could not accomplish today’s dynamic mission without the Total Force integration of our Guard, Re-

serve and active-duty force. Our active duty, Guard and Reservists stand side by side in the fight in the Global War on Terrorism. Nowhere was this more apparent than in the recent airstrikes that killed the leader of Al-Qaeda in Iraq, Abu Al Zarqawi.

“The collective efforts of Active, Guard and reserve forces continue to yield tremendous suc-

cesses for the Joint Team and our nation. Total Force has moved from a future concept to today’s reality — one team, one fight, with a shared, disciplined combat focus,” Secretary Wynne said.

This letter to Airmen and other senior leader viewpoints can be found in the library section of Air Force Link.



U.S. Air Force photo by Maj. David Kurle

Herc in the queue

A C-17 Globemaster from Charleston Air Force Base, S.C., takes off from here July 4 while a C-130 Herules from the Alaska Air National Guard waits to take the runway. Strategic and tactical airlift are the backbone of the logistics efforts for Operation Enduring Freedom in Afghanistan. C-17s bring supplies in and out of the combat zone while C-130s distribute supplies to U.S. and Coalition forces within Afghanistan via airdrop and air land missions.

Brief Bullets

Services July events

All events begin at 1900L, unless otherwise noted.

- Today** Bingo
- Saturday** Texas Hold'em
- Sunday** Pizza & movie
- Monday** Ping Pong tournament 1800L
- Tuesday** Spades
- Wednesday** Texas Hold'em
- Thursday** Dominoes

Bagram's Best program

By popular demand, the *Bagram Bulletin* is once again dedicating a page to "Bagram's Best."

This section highlights Airmen doing good things around Bagram, be it on or off duty. Anyone can nominate one of "Bagram's Best," but the nominee's first sergeant and commander must concur before the person will be published in the paper.

If you know somebody deserving this type of recognition, visit your first sergeant.

ENDURING FAITH CHAPEL

Weekly services:

- Muslim**
Fridays 1700L (1230Z)
- Jewish**
Fridays 1930L (1500Z)
- Seventh Day Adventist**
Saturdays 0930L (0500Z)
- Roman Catholic**
Saturdays 1945L (1515Z)
Sundays.....1000L (0530Z)
Weekdays.....1130L (0700Z)
- Liturgical Protestant with Communion**
Sundays 0830L (0400Z)

Contemporary Protestant

Sundays 1200L (0730Z)

Latter Day Saints

Sundays 1300L (0830Z)

Church of Christ

Sundays 1400L (0930Z)

Korean Protestant

Sundays 1545L (1115Z)

Gospel Protestant

Sundays 1730L (1300Z)

Traditional Protestant

Sundays 2000L (1530Z)

KBR Protestant Service

Sundays 2130L (1700Z)



British military officers ride motorcycles for Afghan charity

by Air Force Capt. Joe Campbell
Panjshir Provincial Reconstruction Team Public Affairs

PANJSHIR PROVINCE, Afghanistan -- Two British military officers are riding motorcycles from Afghanistan to Germany to raise money for a charity benefiting Afghans with birth defects and those injured by landmines.

British Army Lt. Cols. Felix Gedney and Gary Bateman are riding from Kabul, Afghanistan, to Monchengladbach, Germany, to raise awareness and money for the Sandy Gall Afghanistan Appeal charity. The organization provides artificial limbs and mobility aids for Afghan patients, primarily landmine victims, according to the agency's Web site.

"We had our motorcycles crated and shipped to Kabul on a plane for this event," Colonel Gedney said.

Each man is riding a 600cc Yamaha Tenere dirt bike that has

been specially equipped and loaded with spare tires, tools and other essential items for the journey across mountains and desert terrain.

After routes were mapped, motorcycles equipped, passports and visas prepared, the adventurers began the first day of their trek June 30 leaving behind Kabul and well-wishers who turned out to see them off on their 4,300 mile expedition.

"We expect it to take us five or six weeks to reach our destination," said Colonel Bateman as the pair and their support crew visited members of the Panjshir Provincial Reconstruction Team.

The crew stopped at the PRT's safe house and communication site for a break as they made their way up the Hindu Kush passes toward Tajikistan.

The support team dropped off well south of the Anjuman Pass on July 1 when they were no longer able to traverse the road, which turns to little more than goat trails.

Individuals interested in making a donation or tracking the progress of Colonels Gedney and Bateman may do so at: www.longwayhome.org.uk.

The multi-service Panjshir PRT includes various military specialties from a Navy engineer to Army Civil Affairs Soldiers to Air Force security, services and transportation specialists. The team's mission is to help extend the reach of the Afghan government through regional reconstruction projects, and enhance security and stability through mentoring and outreach programs.

The organization provides artificial limbs and mobility aids for Afghan patients, primarily landmine victims. The pair visited the Panjshir Provincial Reconstruction Team June 30 on the first leg of their journey.



U.S. Air Force photo by Tech. Sgt. John Cumper

British Army Lt. Col. Felix Gedney rides through the Panjshir Province June 30 in the Hindu Kush mountain passes toward Tajikistan.



U.S. Air Force photo by Tech. Sgt. John Cumper

British Army Lt. Cols. Felix Gedney (left) and Gary Bateman are riding from Kabul, Afghanistan, to Monchengladbach, Germany, to raise awareness and money for the Sandy Gall Afghanistan Appeal charity.



Courtesy photos by Air Force Tech. Sgt. John Cumper

Canadian Brig. Gen. Daniel Pepin mets with Panjshir Governor Haji Bahlol along the Panjshir River June 27 to discuss the partnership between the provincial government and the provincial reconstruction team. Also pictured (seated) are Fletcher Burton, Panjshir PRT director and Air Force Lt. Col. Neal Kringel, Panjshir PRT commander.

Canadian general impressed with stability

By Air Force Capt. Joe Campbell
Panjshir Provincial Reconstruction Team Public Affairs

PANJSHIR PROVINCE, Afghanistan — The Combined Joint Task Force 76 deputy commanding general for effects visited the Panjshir Provincial Reconstruction Team and governor on June 27.

Following a mission brief and lunch with Soldiers and Airmen from the PRT, Canadian Brig. Gen. Daniel Pepin met with Governor Haji Bahlol and reaffirmed the commitment of the PRT in its partnership with the provincial government.

“Congratulations on your success and thank you for the outstanding job done so far of providing security for the PRT — their safety is important so we can continue to help you reconstruct the province,” General Pepin said.

The governor is the lead agent for all reconstruction projects in the province and the PRT works closely with him to be responsive to his priorities.

“I’ve met 10 to 12 of the provincial governors in Afghanistan and I can tell you that other governors are envious of the stability and security here,” General Pepin told Governor Bahlol.

More work lies ahead, but many possibilities also exist with continued hard work and funding. The general compared the situation in Panjshir to that of a shopkeeper trying to bring in customers to make a sale.

“We need to help figure out how to bring in [non-governmental organizations] and donors to show them the beauty here, but also the security and stability. That, I believe, will encourage investors in Panjshir,” General Pepin said.

Education and agriculture are the governor’s number one and two priorities respectively, but he believes the new paved road that is being constructed now will encourage more tourism and help the economy.

“Education is the foundation for everything,” said Governor Bahlol. “We’re working with the PRT on a plan for building a girls’

high school near Bazarak and we have a number of other projects complete or in the works such as bringing electricity, safe drinking water, paved roads and retaining walls along the river to improve life here.”

Despite the successes, the government still faces challenges. According to the governor, there are only 22 schools in the province where at least 85 are needed and there are not enough teachers.

Governor Bahlol said he is honored to represent the people of Panjshir and he thanked the Coalition for supporting and helping them.

“One hand cannot make noise without the other,” the governor said, referring to the relationship between the Coalition, non-governmental organizations and his government. “We can do a lot with the help of friends.”



Canadian Brig. Gen. Daniel Pepin discusses the successes and future goals for Panjshir Province with Panjshir Provincial Governor Haji Bahlol (left) and Deputy Governor Abdul Rahman Kabiri June 27.



Why bother serving?

by Maj. C. Eric Mulkey
455th Expeditionary Civil Engineer
Squadron

I was raised in a distinctly non-military family and was very strongly discouraged from joining the military.

I finished my master's degree in engineering at age 22, had no problem finding a comfortable job as an engineer and life was easy.

However, over time I found myself feeling incomplete whenever I read about the sacrifices made by those who have gone before.

I still remember a quote from an article I read back then:

"Americans would like to believe that any killing done on their behalf lies safely in the past, buried with the glorious dead who paid their debt to the future at Concord, Gettysburg, Chateau-Thierry, and Guadalcanal."

Buried with the glorious dead who paid their debt to the future.

What a great way to phrase this.

The author went on to make what I believe to be an iron-clad argument:

a) the country must have a strong defense;

b) everyone in the country benefits from this defense;

c) therefore, everyone should participate in the country's defense.

This argument is compelling to me. Unfortunately, it appears that most people do not even think about such matters, probably because it might require some sacrifice or hardship on their part.

Most people are content to let other people serve in their place. However, this does not mean that they are correct in their judgment. Just because many people hold a given belief does not make it true.

As members of the military, we can be proud that we took the road less traveled, that we made the hard decision, that we an-

swered the call of duty, that we made the honorable choice.

So, the next time you feel like everyone is dumping on you and you're wishing you were back home, or feeling that you should have never even signed up to start with, just remember that there is absolutely no doubt that you are doing the right thing, the honorable thing.

At the end of the day, that is the only thing that really matters: Did you do the right thing or did you just sit back and let someone else do it for you?

By gutting it out and giving your best effort every day, when you go home you can hold your head high and know that you have done your duty and that you are living an honorable life.

The work you are doing here is some of the most important work you will ever do in your entire life. Always remember that.

Duty is the most sublime word in the English language. Do your duty in all things. You can not do more. You should never wish to do less. —Robert E. Lee

'Lead, follow, get out of the way' doesn't apply any more

by Chief Master Sgt. John Gebhardt
22nd Medical Group

...everyone must both lead and follow many times during a day's work.

MCCONNELLAIR FORCE BASE, Kan.

(AFP) — My first Air Force lesson 27 years ago was "lead, follow or get out of the way."

A great deal has changed over the years but not the basic principle of leading or following every day.

What has changed is we no longer have the luxury of allowing any Airman to get out of the way.

Ask yourself throughout the day if you are leading or following and improving the mission or people.

If you are not doing either you have decided to get out of the way.

Shame on you and the supervisor who allows this to happen. Now more than ever

Airmen and America needs you leading and following.

Our quest for more leaders and followers has expanded to higher expectations from everyone — every rank, including dependents and community members.

The responsibilities of our newest Airmen have grown rapidly over the past years, and they have exceeded expectations.

The confidence of our general officers and commanders manifests itself in faster promotions, higher mission achievements and improved education, both professional military education and formal degree programs.

For the past 16 years we have been engaged in deploy-

ing Airmen within the air expeditionary force construct.

Our Air Force has increasingly required better trained, educated and fit Airman to accomplish the mission right here, right now.

United as a team we must accomplish both mission requirements and take care of each other.

From Airman basic to colonel, everyone must both lead and follow many times during a day's work.

Ask yourself in every task if you're leading or following with the best of your ability, motivation and positive attitude completing the task at hand.

The days of getting out of the way are no longer an

option. Take time every day to reach out and build stronger relationships and teams, improve skills and always keep an eye out to ensure no co-worker falls behind or gets out of the way. If by chance someone falls behind, pull them back up with the team.

Be a great wingman first and foremost.

World circumstances require all Airmen to stand as one, completing mission requirements and developing our No. 1 resource — our people.

Greater agility, leadership, involvement, versatility and education from each Airman are required.

In essence, with our smaller numbers we must be capable and vigilant to meet our wing's mission; there are no spectators in the war on terrorism.



ATOC handles tons of cargo, but can also help a single Airman

Tech. Sgt. William Long likes a challenge, but a couple weeks ago, one challenge seemed insurmountable.

Air Force officials notified an Airman deployed to a remote forward operating base that his wife was gravely ill.

The Air Force placed him on emergency leave then tried to figure a way to get him from the Afghan frontier to the United States.

As a controller in the Air Terminal Operations Center here, Sergeant Long decided to tackle the problem. Sergeant Long, deployed from Selfridge Air National Guard Base, Mich., found an Army helicopter that would transport the Airman from the forward operating base to Kabul.

Then, he put the Airman on a convoy from Kabul to here – where Sergeant Long ran into another problem. A Russian cargo plane had caught fire at the end of the runway, closing the runway for a day.

Because C-130 Hercules specialize in short take-offs and landings, Sergeant Long found a C-130 aircrew willing to fly the desperate Airman to Kuwait, where he caught a rotator flight to Atlanta, Ga., where he met his family.

“There were no flights leaving here and (Sergeant) Long found a way to get this guy home,” said 1st Lt. John Hoffmann, the aerial port’s operations officer. “These guys are doing some amazing things — not just the minimum. They’re giving it their all.”

In the ATOC nerve center, Sergeant Long, another controller and a duty officer track everything from pallets to people. Information assaults them from many different sources.

If it rings, they answer it.

If it pops up on the computer screen through one of the three software programs, they study it.



U.S. Air Force photo by Master Sgt. Orville F. Desjarlais Jr.

Master Sgt. Deidre McClain helps load cargo on a C-130 Hercules here. Sergeant McClain is a duty officer in the Air Terminal Operations Center.

If it squawks over the radio, they listen.

If someone in the command post yells information through their window, they yell a reply.

If a person walks in with a question, that person walks out with an answer.

“It helps if we’re able to multi-task,” Sergeant Long said.

Master Sgt. Deidre McClain, a duty officer deployed here from Robins Air Force Base, Ga., said, “Our main duty is to make sure everything comes in on time and leaves on time.”

Sergeant McClain is used to the maddening infusion of information. She remembers one time when five cargo aircraft landed at the same time. Based on the personnel and equipment at Bagram, the maximum number of aircraft they can unload at one time is three. Then, usually on Sundays, they’ll feel lucky to get five aircraft in five hours.

However, because Bagram Airfield is the hub for freight and passenger movement for Operation Enduring Freedom throughout Afghanistan, there are very few relaxing Sundays.

In June, the 455th Expeditionary Logistics Readiness Squadron moved 5,812 tons of cargo, 4.5 tons of mail and 12,506 passengers. If the Air Force used only C-17 Globemaster IIIs and loaded them to their maximum payload of 85 short tons or 102 passengers per aircraft, the C-17s would be lined up end to end for 6.5 miles to equal the amount of cargo and people pushed through here in June.

It takes 16 Airmen working round the clock in 12-hour shifts to move that much equipment and personnel. One aircraft may be loaded with toilet tissue, while the one next to it could have Congressmen or Senators on it. One will need a K-loader, while the other a stair truck.

The ATOC’s biggest fear is to cause delays. So far, they’ve been successfully dodging delays. As of July 6, they’ve gone 33 days without an aerial port-induced delay. There are delays in take-offs, but they are caused for other reasons, like mechanical problems, air-crew troubles, operations, planning or weather. The ATOC team has reduced aerial-port delays by 70 percent, according to Master Sgt. John Oyster, NCO in charge of ATC.

The team has also saved the Air Force thousands of dollars by recovering equipment like chains, nets and pallets. In salvaging 117 pallets, Sergeant Oyster and his team saved the Air Force \$269,000. They found areas on base where pallets were being used as floors for latrines and showers, as a pad for a water tank and flooring for a vehicle maintenance tent.

Also, by finding room where they could on cargo aircraft, they had hundreds of wall lockers flown to Kandahar, saving the Air Force more than \$11,000 in trucking costs.

But, it’s not the money they save the Air Force that makes them happy. For Sergeant Long, it’s the satisfaction he gains from helping other Airmen. Figuring a way to reunite an Airman with his ill wife is something Sergeant Long will remember proudly for the rest of his life.

“In fact, it made everyone in the unit feel good,” he said.

by Master Sgt. Orville F. Desjarlais Jr.
455th AEW Public Affairs