

## USO tour brings celebrities, cheer to Bagram



**BAGRAM AIRFIELD, Afghanistan - Billy Ray Cyrus, singer/actor, entertains the Airmen, Soldiers, Sailors and Marines at Bagram Airfield during a United Service Organization tour Dec. 15, 2009. Mr. Cyrus, Dave Attell, Anna Kournikova, and Nick Bollettieri attended the USO tour to boost the morale of the servicemen and women. (U.S. Air Force photo/Senior Airman Felicia Juenke)**

**By Tech. Sgt. John Jung  
455th Air Expeditionary Wing Public Affairs**

**BAGRAM AIRFIELD, Afghanistan** - Hundreds of Airmen, Soldiers, Sailors and Marines gathered here Dec. 15, to enjoy a United Service Organizations' Holiday Troop Visit tour featuring country singer and actor Billy Ray Cyrus, tennis pro Anna Kournikova, acclaimed comedian Dave Attell and legendary tennis coach and inspirational speaker Nick Bollettieri.

The celebrities are joining The Chairman of the Joint Chiefs of Staff, Admiral Mike Mullen and his wife, Deborah Mullen, for an USO-sponsored holiday troop visit as part of a 13-show whirlwind tour to boost the troops' spirits during the holiday season.

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## CELEBRITES

Mr. Atell, known for his unique humor on Comedy Central, warmed up the crowd and had them laughing and clapping with his signature comedy before Mrs. Kournikova and Mr. Bolletti-eri addressed the assembled crowd with inspirational stories.

Both tennis greats thanked all the service-members for their sacrifices while deployed in harm's way.

"I am extremely proud and privileged to be here," said Mrs. Kournikova. "Thank you so much to you and your family for all you do. It's just an incredible honor for me to come out and visit you guys and try to spread the holiday spirit. I really hope you enjoy the show."

"There is nothing better than doing shows for you guys," added Mr. Attell, who has been a part of five previous USO shows.

"It is an honor to be here. Thank you for being over here and being our heroes," said Mr. Cyrus before performing several of his most popular songs including 'Achy-Breaky Heart' and the patriotic 'Some Gave All.'

In an interview after the show, Mrs. Mullen wrapped up by saying, "I wish more people [like these celebrities] in the U.S. could come out and see the servicemen and women and the difficult environment that they work and live in. They're far from home and far from their loved ones and families, and being able to come and see them and talk with them, and to see the joy in their faces... it's a privilege that I have, and one that I will keep and treasure as long as I live."



**BAGRAM AIRFIELD, Afghanistan - Anna Kournikova entertains the Airmen, Soldiers, Sailors and Marines at Bagram Airfield, Afghanistan, during a United Service Organization tour Dec. 15, 2009. Mrs. Kournikova, Dave Attell, Billy Ray Cyrus, and Nick Bolletieri are featured in an USO tour boosting the morale of deployed servicemen and women. Mrs. Kournikova is a tennis pro originally from Russia and now calls Miami home. (U.S. Air Force photo/Senior Airman Felicia Juenke)**

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# Building a professional environment and successful Airmen by adhering to and enforcing standards

By Chief Master Sgt. Jeffrey Cui  
455th Air Expeditionary Wing  
Command Chief

**BAGRAM AIRFIELD, Afghanistan** - Have you ever noticed there is a transformation in an Airman's behavior from when they left the strict Basic/Technical Training school environments to when they show up at their first duty assignment?

This change in behavior can be as simple as relaxing slightly to a 180 degree turn around.

These two examples are a small percentage of Airmen on two opposite ends of the scale, most will fall somewhere in between. In my experience this phenomenon is usually caused by an Airman's encounter with more senior Airmen in the dorms/work center or by a disgruntled supervisor or NCO. It can also occur from peer pressure or it could just be a bad apple that slipped through the system.

The bottom line here is Airmen coming out of basic and technical school are given all the tools to be successful in the Air Force. It is when they enter the "real" Air Force that things "change." It usually starts with "forget all that stuff you learned in basic.....or don't call me sir, call me John..." then it goes downhill from there. Over a four-year enlistment or a career, people will move up and down the scale or maybe settle in the middle in the "follow some but not all standards" zone.



If you are wondering where I'm going with this, it's simple. Everything you learned in basic training is the foundation for the military and the keys to be a successful Airman no matter how long you serve. What did you learn? Discipline, standards, professionalism, how to wear your uniform and our core values of Integrity First, Service Before Self and Excellence in All We Do. People ask me all the time how does leadership know the good from the average or bad Airmen (all ranks). Simple, it's the Airmen who are disciplined, know and follow the standards and core values. They stick out like a sore thumb. These Airmen wear their uniform properly and proudly, they stand when talking to a person senior in rank and say sir/ma'am. They are the masters of their craft and they are selected to lead projects or brief DVs.

They know and follow rules, AFIs and directives. They are team players willing to help ensure the team is successful. They are mentally and physically fit. Finally, and most importantly, they have a positive, optimistic, "git'r done" attitude.

Now how do I tie this all together? No matter how long you have been in the Air Force you are somewhere on the scale mentioned above. Where are you? Are you one of the people who decided to do just enough to get by? Are you one who tries to strip the brand new Airman from their basic training education or do you take them to the next level and mold them into productive Airmen and eventual future Air Force leaders? I have noticed a recent trend where it appears we are slipping in the most basic areas of the Air Force. We have people who are not wearing their uniforms properly, we have quite a few who are unable to pass their physical fitness tests. We are either unwilling or afraid to correct each other when we are out of standards. When confronted with being out of standards we have people who react defensively or unprofessionally (probably why no one wants to correct anyone).

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# Partnership between air forces in the making



**BAGRAM AIRFIELD, Afghanistan - Staff Sgt. Sam Arpy prepares to lift a Joint Direct Attack Munition with a bomb-lift truck while Airman 1st Class John Ackerman prepares to tie down the bomb to the lift, Dec. 15, 2009. Both weapons load crew Airmen are demonstrating proper loading procedures for Afghan National Army Air Corps Brig. Gen. Abdul Wahab Wardak and other officials. (U.S. Air Force photo/Capt. David Faggard)**

**By Capt. David Faggard  
455th Air Expeditionary Wing  
Public Affairs**

Officials from the 455th Air Expeditionary Wing hosted Afghan National Army Air Corps officials Dec. 15, 2009, to explain how an American combat wing operates day to day.

Brig. Gen. Steven Kwast, 455th Air Expeditionary Wing commander and other Airmen from operations, maintenance and mission support groups took the day to get to know their Afghan airmen, share lessons learned and to build partnerships.

The Afghan National Army Air Corps Chief of Staff, Brig. Gen. Abdul Wahab Wardak said that he saw changes and differences in the base since his last visit, but that the American commitment is what's important.

There is "big change in rebuilding Afghanistan," the Afghan general said through a translator. "I know those working in my country are working to rebuild this country, to stabilize this country, and bring solidarity to the country. These people are my brothers. The American troops are here and

they are losing blood for the Afghan people and we appreciate them."

Running a major combat wing is hard enough during a war, but through key leader engagements like these, Air Force officials hope this will be the first in a series of engagements designed to communicate between U.S. and Afghan airmen, according to Maj. Langdon Root, the event's project officer.

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# PARTNERS

"This is an introduction to the Afghan National Army Air Corps on how the U.S. Air Force runs a major combat wing," Major Root, a Vincennes, Ind. native said. "It's our opportunity to integrate and build bridges between the airmen of these two countries and the visit offers a window for our hosts to see how large-scale U.S. operations are supported and executed," he said.

"Our intent is to spark ideas about how operations should work as our hosts gain more capability and capacity," the major said. "The interaction will hopefully give them practical information they can use to help grow their own assets and infrastructure into the future."

After arriving in their Mi-17 helicopter, the Afghan airmen toured wing Close Air Support operations of the F-15E Strike Eagles, F-16 Fighting Falcons, saw a weapons-loading demonstration, held maintenance discussions, toured the air-traffic

control tower and learned about cargo processing and handling.

One large portion of the visit was interaction with the Airmen of the 455th Expeditionary Aerial Port Squadron to help them better understand Air Force cargo and passenger movement. Afghanistan received two new C-27 cargo aircraft in November, 2009. The C-27 is a twin engine cargo aircraft capable of landing in austere and small airfields in remote regions of Afghanistan. In addition to the C-27, the Afghan Air Corps consists of former Soviet-era cargo aircraft and helicopters.

"The basics of EAPS and cargo movement, how we execute the air transportation mission and how we're organized -- these are critical functions to a new air force that we're discussing with them," said Lt. Col. Dan Krall, commander of the 455th EAPS. "As militaries stand up, the basic logistics process of transporting personnel and cargo is vitally important."

The visit to Bagram Airfield comes just days after Air Mobility Command officials announced that Airmen from the 615th Contingency Response Wing at Travis Air Force Base, Calif., finished restoring a 1960s-era, run-down, former Soviet airfield that will eventually become the home of the Afghan National Army Air Corps undergraduate pilot training in Shindand, Afghanistan.

Although the visit here was senior-level focused, this will ultimately be the beginning of a relationship Air Force Airmen hope to build with their Afghan counterparts.

"This is their nation and it's theirs to defend with our assistance," said Brig. Gen. Kwast. "We're not here to tell them how to run their operations, we're here to show them how we run ours and maybe, in discussions, we can all learn some new things and implement some new ideas. Peace and security in Afghanistan will emerge, in part, through these Afghan Airmen."

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# Airmen help Soldiers communicate in a virtual 'SNAP'



**EASTERN AFGHANISTAN - Senior Airman Randell Rountree takes a break to get a good view of the mountains at his remote location. Airman Rountree is deployed from the 1st Communication Squadron at Langley Air Force Base, Va., is the one Airman that Soldiers at their combat outpost depend upon for all of their Internet and telephone communications. (U.S. Air Force photo/Master Sgt. Todd Triplett)**

**By Tech. Sgt. John Jung  
455th Air Expeditionary Wing  
Public Affairs**

**BAGRAM AIRFIELD, Afghanistan** - Senior Airman Randell Rountree feels surrounded.

And he is... surrounded by a sea of more than 50 Soldiers in Army combat uniforms as contrasted by his Airman battle uniform, but he's OK with his situation.

Airman Rountree, deployed from the 1st Communication Squadron at Langley Air Force Base, Va., is the one Airman that Soldiers depend upon for all of their Internet and telephone communications from their remote outpost in Afghanistan.

Airman Roundtree and sev-

eral dozen communications Airmen from around the world are deployed in "one-deep" positions to various locations in Afghanistan to operate the Virtual Secret Internet Protocol Router, Non-Secure Internet Protocol Router, Access Point, or VSNAP, which provides vital communication access for Soldiers in austere combat outposts and forward operating bases.

"VSNAP is a communication system developed recently to provide Soldiers in far-flung locations with internet and telephone connectivity," said Master Sgt. Todd Triplett, NCOIC of the Air Force VSNAP teams and a 15-year Air Force veteran deployed from Hill AFB, Utah.

"It's a great system because

the dish can be set up in minutes and you can be passing internet and phone traffic within about two hours," said the Granite Falls, N.C. native. "It's rugged, portable and can run off of a small generator or even a vehicle like an MRAP or Humvee.

"The VSNAP system is not an Air Force-specific system, but the communications Airmen I oversee are smart and versatile and learned to operate, troubleshoot and maintain the system in a short period of time," Sergeant Triplett said.

After a week of intensive, hands-on training, the Airmen

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# SNAP

are capable of setting up, tearing down and relocating the system at will, or as operations demand.

Although having Internet access may seem to be only a morale issue, it is not. Having Internet access is critical; nearly everything from tracking intelligence reports, planning operations and tracking troops outside-the-wire depend on Internet connectivity.

"I have a definite sense of accomplishment and feel that my time is being well spent out here," said Airman Rountree. "The Army has utilized my technical skill sets fully," said the three-year Air Force veteran and Wheatland, Calif., native.

Staff Sgt. Shaun DeCroo, deployed from the 50th Communications Squadron at Scheiver AFB, Colo., echos the sentiments of his fellow communications Airman.

"The leadership and Soldiers enjoy having me around and they treat me well because they know I am their link to the Web," said the nine-year Air Force veteran and native of New Kensington, Pa. "They'd really, really like me if I'd go out on all the outside-the-wire missions with them," he said with a smile.

And smiles are all Sergeant Triplett sees from the Soldiers when he goes out on battlefield circulation to visit with his Airmen. Considering the harsh field conditions that some of the



**NURISTAN PROVINCE, Afghanistan - Staff Sgt. Shaun DeCroo works on a ruggedized laptop to help set up critical internet communications for Soldiers. Sergeant DeCroo is deployed from the 50th Communications Squadron at Scheiver Air Force Base, Colo., and serves at an Army combat outpost in a remote section of Afghanistan. (U.S. Air Force photo/Master Sgt. Todd Triplett)**

Airmen deal with, even in comparison to some Army units, the Airmen are getting nothing but praise from Army officials.

"The only thing that the Army requests of me is more of my Airmen," said Sergeant Triplett, "because they are such a huge asset to them."

**"They'd really, really like me if I'd go out on all the outside-the-wire missions with them."**

# Never give up: The story of Iceberg Inez

Story and photos by  
Doug Beckstead,  
455th Air Expeditionary Wing  
Historian

On Dec. 21, the shortest day of the year, the sun does not begin to peek above the southern horizon at Ladd Army Airfield just outside of Fairbanks, Alaska until after 10 in the morning. Once it does, it runs along the horizon and will be gone in less than four hours.

That morning, in 1943, a single B-24D, affectionately known as *Iceberg Inez*, fired up her four big engines and after a warm-up, the crew pulled out onto the taxiway and gave her the throttles. They rumbled down the runway and pulled into the dark. Official take-off time was 0930. The crew of five: Lts. Harold Hoskin, pilot; Leon Crane, co-pilot; James Sibert; a propeller specialist; Master Sgt. Richard Pompeo, crew chief and Staff Sgt. Ralph Wenz, radio operator; all from Wright Field in Dayton, Ohio thought they were going to do a simple maintenance test flight of a new propeller system that was developed at the Cold Weather Testing Center.

Their mission was simple, head east toward Canada, climb to an altitude of about 18,000 feet and test the propeller feathering system. They expected to be gone for about six hours.

An hour into the flight things went wrong - very wrong. When they started their tests on the No. 1 propeller, it ran-



Crash site of Iceberg Inez

away and then locked up flat against the airflow. Lieutenant Crane later reported a feeling of high speed and centrifugal force. Then the instruments gave out. The prop on the No. 1 engine locked up throwing them into a flat spin.

Through a series of maneuvers, Lieutenants Hoskin and Crane managed to pull out of the spin, but as they tried to pull out of the dive something broke with a "pistol-like shot" in the back of the plane. The horizontal stabilizer went dead. It was locked in the upright position.

After going through another stall and flat spin, they entered the third spin. Lieutenant Hoskin ordered the bomb bay doors opened, hit the crash alarm and gave the order to bail out.

Sergeant Pompeo grabbed his parachute, put it on and jumped. Lieutenant Crane pulled his, clipped it in and followed Sergeant Pompeo out. The last time he saw Lieutenant Hoskin, he was right behind him in the radio operator's compartment preparing the bail out.

*Iceberg Inez* slammed into the top of a mountain at 1142 and burst into flames.

Lieutenant Crane landed hard, only 400 yards away from the plane. Up to his waist in snow he quickly became aware of the cold, somewhere around 50 degrees below zero, and the dark. And then he realized all he had was an experimental down-filled parka, his Boy

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# ICEBERG

Scout pocket knife and a parachute. He had left his gloves in the cockpit in his rush to bail out of the stricken aircraft.

He assessed his situation and moved to some small scraggly shrubs well above the Alaskan tree line. He broke off some branches and fashioned them into a small pile and, after reading it one last time, he used the last letter he received from his father as tinder to start a fire.

Remaining near the crash site for the next four days, he wrapped himself up in his parachute for warmth. Finally, on the fifth day, he started down the mountain toward a river

that he thought might lead to some sort of settlement.

On the seventh day, as he rounded a curve in the river, he spotted a low-built cabin and what Alaskans call a “cache.” Stooping low, he made his way into the cabin. In the darkness he was able to make out a bunk, parts for a wood stove, and some firewood, tinder and matches. He also found a stack of old magazines addressed to one Phil Berail, of Woodchopper, Alaska.

In the cache he also found a sleeping bag, a number of animal pelts, a rifle with a box of ammunition, and most importantly, food.

Stumbling across this abandoned cabin saved his life.

Over the next two and a half months, basing out of the cabin, he made forays down the river locating another cabin about five miles further down.

Soon he realized, once spring arrived, the river would thaw and he would be stuck. He gathered what he could and placed it into a sled made of an old wash tub and some planks, fashioned a crude backpack and headed down the river.

On Mar. 12, 1944, he found a long clearing of

packed snow and small spruce branches stuck in the ground laying out a makeshift airstrip. He also found dog tracks around the edges of the airstrip. Following the tracks he found another cabin nestled back into the woods. This one had a checkered tablecloth hanging on a line and smoke coming out of the stove pipe!

After calling out to the occupants of the cabin, he was greeted by a grizzled old trapper named Albert Ames who lived in the cabin with his wife and two children.

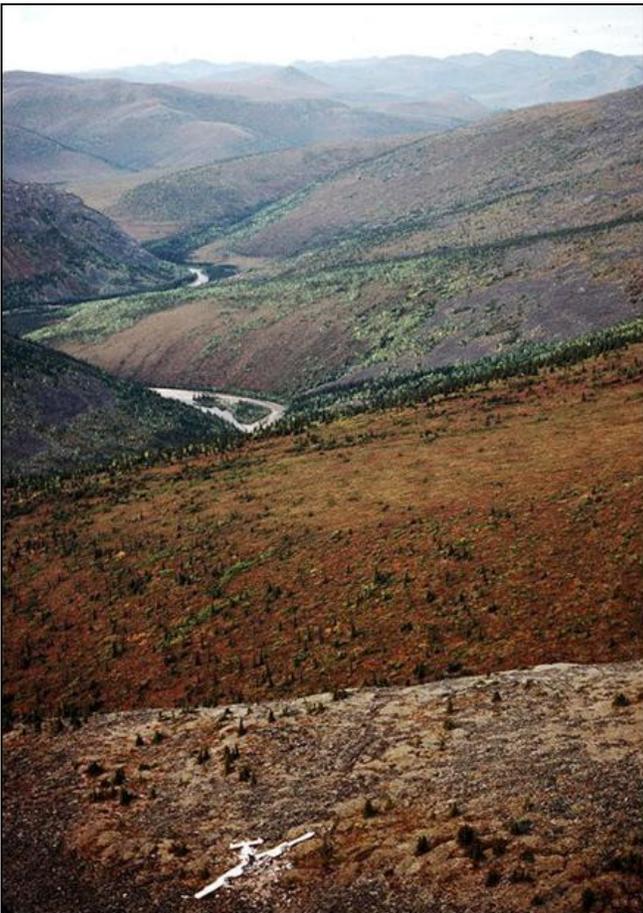
He was saved.

Lieutenant Crane spent two days with the Ames family before departing with Mr. Ames on snowshoes and a dog sled headed to Woodchopper Creek, where a mining operation with a watchman and radio were located. Two days later, they arrived, and Lieutenant Crane was introduced to none other than Phil Berail who told him that he was glad someone had found his cabin. He had abandoned it several years earlier with no expectation of returning.

Mr. Berail called in the mail plane and the pilot took Lieutenant Crane back to Fairbanks.

As they approached Ladd Field, the pilot, Bob Rice, radioed the tower asking for permission to land. The response was that he should go on to Fairbanks as the field was closed.

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Crash site of Iceberg Inez above the Charley River, Alaska

# ICEBERG

Mr. Rice radioed back saying, "I have Lieutenant Leon Crane with me."

After a long silence, the tower radioed back, "Is he alive or dead?" It took a few minutes for the laughter in the small plane to die down and Mr. Rice radioed back, "Oh, very much alive."

They landed at Ladd Field, taxied to the tower and were met by a staff car driven by none other than the base commander himself. It had been 83 days since *Iceberg Inez* pulled up into the dark December morning. Only one of the original five man crew returned alive.

Lieutenant Crane guided a search and rescue party back to the crash site the next day. There, they found the bodies of Sergeant Ralph Wenz and Lieutenant James Sibert in the back of the plane. No evidence was found of either Lieutenant Harold Hoskin or Sergeant Richard

Pompeo.

In 2004, after researching the crash for more than 10 years, evidence was found indicating that Lieutenant Hoskin never made it out of the plane.

Two years later, a team from the Joint POW/MIA Accounting Command returned to the site. After completing the excavation they returned to Ladd Army Airfield Sept. 6, 2006. As the last Blackhawk touched down, they were met by none other than the base commander who congratulated them on a job well done. With them were the remains of Lieutenant Harold Hoskin who returned to the same hanger that he left almost 63 years earlier.

On Sept. 7, 2007, exactly one year and one day from the time he returned from that lonely mountain in Alaska, Lieutenant Harold Hoskin was laid to rest at Arlington National Cemetery. In attendance were his brother, John, and his daughter, Joanne, who was born six months after his death.

Later that afternoon, while sitting in a hotel room talking about Lieutenant Hoskin and his story, Joanne walked up to me and held out her hand as if she wanted to give me something.

I held out my hand and she carefully placed a pilot's wings in it saying, "These were my father's. I think he would like you to have them."

Those wings traveled to Iraq last year and this year they are with me here in Afghanistan.

Now, there is a moral to this story: "Never give up." Lieutenant Leon Crane could have easily given up, laid down and died in the snow on top of that mountain. He did not. He fought and he lived. After visiting the site for the first time in 1994, I could have simply written it off as an interesting location. Instead, by not giving up, Lieutenant Harold Hoskin returned to his family and to a daughter who never had the chance to meet him - until that day.

**A team from the Joint POW/MIA Accounting Command search through the crash site. After completing the excavation they returned to Ladd Army Airfield Sept. 6, 2006. With them were the remains of Lieutenant Harold Hoskin who returned to the same hanger that he left almost 63 years earlier.**



# Servicemember on the Street

## What do you want for Christmas?



"All I want for Christmas is a house."  
Senior Airman Mike Davis  
Engineering Assistant  
Illinois Air National Guard



"All I want for Christmas is snow."  
Airman 1st Class Autumn Bogert  
Security Forces member  
Kadena Air Base, Japan



"All I want for Christmas is to see my wife."  
Tech. Sgt. Kenneth Scott  
Transmission Systems NCOIC  
Schriever AFB, Colo.



"All I want for Christmas is to sell my house."  
Staff Sgt. Randy Pinola  
Transmission System Supervisor  
Ramstein Air Base, Germany



"All I want for Christmas is for everyone to be safe."  
Staff Sgt. Araceli Alarcon  
Forensic Photographer  
Misawa Air Base, Japan



"All I want for Christmas is a flight on a C-130."  
Senior Airman Steve Hansen  
Air Transportation Journeyman  
Duke Field, Fla.



"All I want for Christmas is to buy my kid a go-cart."  
Senior Airman William Hall  
Air Transportation Journeyman  
Lackland AFB, Texas



"All I want for Christmas is for the war to be over."  
Staff Sgt. Jeron Hampton  
455th ELRS Armory  
Dyess AFB, Texas



"All I want for Christmas is a new Car."  
Staff Sgt. Marcal Alexander  
LRC Manager  
Charleston AFB, S.C.



"All I want for Christmas is to start my new job."  
Staff Sgt. Brian Gierfeld  
QA Crewchief  
Seymour Johnson AFB, S.C.



"All I want for Christmas is good spirits throughout the holidays."  
Staff Sgt. Sean Jones  
Vehicle Mechanic  
Barksdale AFB, La.



"All I want for Christmas is more personnel."  
CMSgt Tim McLaughlin  
Security Forces Manager  
Holloman AFB, NM.

# NEWS BRIEFS

**IMMUNIZATIONS:** Are your immunizations up to date? Active duty members are required to stay current on all immunizations during their deployment. Report to your nearest medical treatment facility to check your status and get vaccinated. For questions, contact Task Force Medical Public Health, 431-4426.

**NEWCOMERS INPROCESSING:** All Air Force members are required to inprocess with PERSCO. The inprocessing will start your combat pay entitlements. If you have been in the AOR for at least 30 days and you are not receiving combat pay, visit Finance in the crow's nest tower on Camp Cunningham. If you know for a fact that you did not inprocess with PERSCO, please visit PERSCO located in Bldg. 700 near the passenger terminal. Call 431-2070/4409 for more information.

**COMBAT O:** Combat Orientation is Wednesday at 0130Z/0600L at the MWR Clamshell. Uniform is Air Force PT uniform for fitness assessment. This is a mandatory briefing for all Air Force personnel assigned to Bagram Airfield. Accountability is tracked and will be forwarded to the first sergeants.

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