

MOHAWK

442nd Fighter Wing



**Employer
Appreciation
Day**

**Comm Flight's
Tropic Link**

Perserverance pays off with flight

By Tech. Sgt. Tami Goodhart
442nd Maintenance Operations Flight

As I flew through the air and clouds in the two-seater, twin-engine T-38 Talon, I completely forgot about all the delays in getting to the final step of this incentive flight.

It all started with an announcement that I would be honored as the 442nd Fighter Wing's "NCO of the year, 2005," in January 2006. In March, Command Chief Master Sgt. David Issacson announced to all the annual award winners the 509th Bomb Wing commander had granted us permission to each have a T-38 flight and he would soon have our authorization letters.

Delays

Starting in May 2006 the road to my incentive flight was strewn with obstacles.

First was a letter from the 509th Bomb Wing that the flight would be in a B-2 simulator – not a real airplane, which was resolved with a few e-mails, and a message was sent telling us that we could expect to have our incentive flights.

At the same time, the 442 FW was experiencing major changes. The wing was accepting nine additional A-10s due to the base realignment and closure decisions. I was tasked, seemingly non-stop, with aircraft acceptances for several months.

Additionally, members of the 442nd FW deployed to Afghanistan in the summer of 2006 – we were working overtime.

In June, we were notified that Air Force Reserve Command put all incentive flights on hold due to recent incidents until further guidance – there had been some serious injuries and a death to an incentive flyer.

In Dec 06, nearly one year since this journey began, I inquired again about the status of the incentive flight. No restrictions at this time, it was back on and I went for it.

I made my appointment for the flight physical in January 2007. The flight doctor said since I had LASIK eye surgery, I couldn't be authorized an incentive flight in an aircraft with an ejection seat.

With the help of Lt. Col. Yvette Anderson, 442nd Maintenance Operations Flight commander, this issue with the surgery resolved and I set up another flight physical.

But the wing and maintenance group were busy again getting ready for the AFRC maintenance standardization evaluation program and wing unit compliance inspections – the Plans, Scheduling and Documentation office seemed to be tasked non-stop.

A New Hope

After the inspections, I took my opportunity. I scheduled the flight-physical appointment and life-support fitting and egress training for Aug. 14, 2007. My incentive flight was scheduled for Aug. 15.

This time the flight physical went well. Next, was a series of training courses and briefings all designed to keep me alive and safe during the flight, or if something went wrong.

When I showed up to the 394th Combat Training Squadron, I was directed upstairs to the briefing area. My assigned pilot, Capt. Beth Makros, and I were acquainted and I liked her, she made me feel comfortable and at ease.

Until she mentioned "birdstrikes," and said, "a bird can take me out in the first cockpit... you're going to see blood and guts." Then she told me that I would need to be able to take control of the aircraft to get away from the ground and explained how I would fly the aircraft until she could take control or until we would "bail-out."

After the bird-strike shock, we checked the weather and she explained how to calculate runway distance and acceleration; how fast we have to be going and at what point on the runway we'll need to be in order to make a successful take off.

At the aircraft Captain Makros and I did her required walk-around of the T-38. She pointed out that the short wing span of the T-38 makes the aircraft roll very quickly (yes it does!). She showed me the engine intake and after-burner exhaust. We looked at wheels, rivets, wings and much more. As she finished up, I headed on up to the co-pilot's seat and tried to remember all of my training from the last two days.

As I climbed in, I strapped into the seat harness and in the correct sequence. I hooked up my oxygen hose and communications cord and the crew chief hooked up the G-suit.

As we approached the end of the runway we lowered the canopy, which are manual on the T-38 – a metal lever and took a little arm muscle when taxiing into the wind. When we were cleared for take-off, I sat back in my seat and get ready for the ride. As we gained speed things got smoother and we climbed into the sky.

After that, it was one hour of aileron rolls, cloud chasing, full throttles, right and left banks, right and left turns, and even pushing it into afterburner — and that was all with me controlling the aircraft. We also performed G-maneuvers prior to going straight into a five and a half G-loop.

Sometimes it's tough to remember what or why we keep doing what we do, but it takes every one of us in each position to make an Air Force team. Sometimes it takes a lot longer to get things accomplished than we would like, but we all have to take care of ourselves and each other.

There are obstacles that are out of our control, and sometimes it's other people that prevent us from reaching our intended goal. But either way, through no fault of our own, we are delayed. That is when we find out what we are made of — what we decide to do in those situations and how we decide to do it. Don't give up on your goals even if it seems like they seem to be taking quite some time to get there; if you stick with it the end result could be a memory that will last a lifetime.

MOHAWK

442nd Fighter Wing

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Charge-of-quarters

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MASTER SGT. CHARLES ROLLER
442ND MEDICAL SQUADRON

Call the CQ from on-base at 99-1 (660) 238-7428.
From a local off-base number (i.e., Concordia,
Warrensburg, Sedalia etc.), dial (660) 238-7428. To
call toll free from off-base, dial (800) 260-0253 and
press seven after the prompt.

**COVER PHOTO: Employers of
442nd Fighter Wing reservists
visited Whiteman AFB in November
to learn more about the Air Force
Reserve and their employee's role
in it. See more on pages 6 and 7.
(Photo by Master Sgt. Bill Hunting-
ton)**



442nd Fighter Wing Tip of the Spear

TECH. SGT. DENISE BROOKS
442ND AIRCRAFT MAINTENANCE SQUADRON

Tech. Sgt. Denise Brooks is currently the NCOIC for the 442nd Aircraft Maintenance Squadron Support Section while the section's flight chief is TDY for training. She joined the unit in September 2001 following four years of active duty and has done an outstanding job ever since.

Sergeant Brooks recently went to the Pentagon where she met with the commander of the Air Force Reserve Command, Lt. Gen. John Bradley, and also briefed members of Congress on the happenings and concerns of the enlisted members of the Air Force Reserves in relation to the current deployment tempo.

At Whiteman AFB, she led the support section and its five members during the Maintenance Standardization and Evaluation Program and Unit Compliance Inspections. Her leadership was instrumental in the section receiving an outstanding rating.

In 2006 Sergeant Brooks deployed in Support of Operation Enduring Freedom as the NCOIC in charge of support and supply personnel. She managed more than 2000 line items estimated at approximately \$3 million dollars with an astounding 100 percent accountability rate. She also maintained three technical order accounts containing more than 500 technical orders, job guides and work cards.

www.442fw.afrc.af.mil

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December 2007

Comm. flight connects at Tropic Link

Exercise tests team's deployable communications

By Maj. Charles Cornelius
442nd Communications Flight commander

Members of the 442nd Communications Flight received a taste of deployment operations during an exercise in Florida Oct. 22 to 27 with other Air Force Reserve communications units.

Forty-seven communications experts from seven other Air Force Reserve Command units took part in the exercise at Key West Naval Air Station, Fla., named Tropic Link.

Led by the 482nd Communications Squadron from Homestead Air Reserve Base, Fla., the objective was to train on tactical deployed communications equipment that is deployed to forward bare bases. All deployment phases – generation, employment and redeployment – were exercised during the training.



Photos by Tech. Sgt. Greg Knauff

Staff Sgt. Brian Smith, a computer network systems technician, communicates with a remote site to optimize voice and data links.



Master Sgt. Robert Pacheco, non-commissioned officer in charge of network administration for the 442nd Communications Flight, adjusts the azimuth of a radio frequency module antenna atop a 35-foot pneumatic mast during exercise Tropic Link held from Oct. 22 to 27, 2007 at Naval Air Station Key, West Fla.

TDC equipment provides secure and non-secure voice and data communications using a combination of satellite links, ground-mobile radio satellite phones and local telephonic voice and data equipment. While in the past hooking up separate stations required running wires to each location, units now use line of sight microwave signals to link ground stations, often several miles apart from one another. In Key West, these microwave systems established communication links from one island to another.

According to Col. John Hayes, AFRC communications director, the 442nd CF has been named as one of the units that will be gaining additional personnel and equipment to support this mission. The current plan is to deploy with the Wing's A-10 Thunderbolt IIs to provide communications support for about 500 additional personnel associated with its aviation package.

The hands-on training provides essential experience that we cannot perform at home station.

Tech. Sgt. Greg Knauff, 442nd CF's NCOIC of computer network systems, stated that the training was realistic because "...it provided challenges that had to be overcome, just like in real world.

"In addition," Sergeant Knauff said, "since we do not have this equipment yet, this is a rare opportunity for us to setup and use all of the equipment in the TDC."

The flight's personnel were noted for their key contributions to the exercise; Maj. Shane Matherne, 10th Air Force director of communications awarded a top performer coin to Staff Sgt. Matthew Eisenbarth, a 442nd CF ground-radio communication technician received for outstanding contributions to his team.

As a validation of the coin presentation, Senior Master Sgt. John Reyes, one of the exercise superintendents and from the 514th Communications Squadron at McGuire AFB, N.J., said that Sergeant Eisenbarth was "his most important contributor." Sergeant Reyes said this fact was remarkable since this was the first week that Sergeant Eisenbarth had worked with the recently-employed equipment.

"Communications is one of those missions that few think about...until it is interrupted or lost," said SMSgt Charlene Rhoads, 442nd CF chief of information assistance. "TDC training like this one focuses on setting up communications as soon as possible and then sustain uninterrupted communications for the duration of the mission."



A-10C goes to war

Maryland Guard's upgraded hogs prove useful in Iraq

*By Staff Sgt. Markus Maier
U.S. CENTAF Combat Correspondent Team*

AL ASAD AIR BASE, IRAQ — A new version of the A-10 Thunderbolt II has been flying over Iraq providing close-air support for the ground troops from Al Asad Air Base for nearly two months.

As part of the Precision Engagement Upgrade Program, the Maryland Air National Guard's 175th Wing has been converting its A-10s from A to C models.

"We are the first A-10C model squadron to deploy to combat," said Lt. Col. Timothy Smith, the 104th Expeditionary Fighter Squadron commander. "We just transitioned to the aircraft six months prior to coming here, and the C-model was officially declared combat ready just two weeks before we deployed. I am very proud of our unit."

The A-10C might look the same on the outside, but the recent upgrades have turned the aircraft into an even more lethal and precise close-air-support weapon system.

A few of the key upgrades are a "first ever" for the aircraft, said Capt. Rich Hunt, a 104th EFS A-10C pilot. One of them is the situational awareness data link.

"Previously, for me to keep track of all the other airplanes that are around me or to help us perform the mission, I would literally have to write those down with a grease pencil inside my canopy or write them down on a white piece of paper on my knee board in order to keep track of all that," Captain Hunt said.

"Now I have a color display that has all of the other airplanes that are up supporting the same mission across all of Iraq right now," he said. "And they are all digitally displayed through that data link on my map. So now, especially at night when awareness is a little bit lower, I can look at that beautiful map display and know exactly what other airplanes are around me."

The new system also provides the pilot with other critical information, such as what the other airplanes might be targeting, what munitions they have on board and fuel levels.

Another vital feature the data link offers is secure communication.

"All of the data that goes across that data link display is se-

cure," he said. "Using that data link, I can also text message. We use that in more of a command and control situation. For example, if we are flying a mission hundreds of miles away and our operations desk here gets information through the classified computer network of a mission that we may have to support, they can text message right to my airplane — and only to my airplane — and tell me exactly what I need to know."

Something else the new C-model provides to the pilots is the integration of advanced targeting pods, which have also been upgraded. The new pods include long-range TV and infrared cameras with zoom capabilities and a laser target designator.

"Primarily, we still use the pods for weapons strikes," Captain Hunt said.

The new targeting pods have also been outfitted with the ROVER down-link capability, allowing the aircraft to transmit the live video feed to a joint terminal attack controller on the ground. This allows for more precise strikes with less chance of a chance for collateral damage.

"In Iraq that is especially important because it's a very difficult situation when we provide close-air support in such a densely urban environment," the captain said.

Another upgrade that increases the A-10's precision is that it can now employ the Global Positioning System-guided joint direct attack munitions.

"Sometimes we find ourselves where we have to destroy a terrorist stronghold location. But in the house across the street are friendly Iraqi civilians," Captain Hunt said. "We know we have to destroy the stronghold, but we don't want to cause any collateral damage whatsoever."

"Between the situational awareness data link, the targeting pod with the ROVER down-link to the controller on the ground and the JDAM, the A-10C on this deployment has been an amazing success for us," he said.

The A-10 has been around the Air Force since the 1970s and with these new upgrades will remain well into the future.

"As technology moved further ahead, we stayed pretty far behind," Colonel Smith said. "And now, all of a sudden, we have leaped all the way pretty much to the front edge of all the technology for everybody."

High flying employ



PHOTO BY TECH. SGT. LEO BROWN



PHOTO BY STAFF SGT. TOM TALBERT

By Tech. Sgt. Leo Brown

What started out as Employer Appreciation Day 2007 quickly turned into a man Appreciation Day.

The 442nd Fighter Wing opened its doors to 61 civilian employees. The day ended with the civilian guests smiling and shaking their heads in amazement for the work their Airmen do.

The employees were treated to a wing mission briefing by wing commander Arthur and air-to-air refueling flights on KC-135s from the Air Force's 303rd Refueling Wing from Tinker Air Force Base, Okla. The tankers refueled Thunderbolt IIs.

The guests were also treated to a luncheon at the Mission's End, a B-2 and B-10 static displays before visiting their employees' base shop.

After watching some of the air-to-air refueling, Terry Martin, of Caterpillar, exclaimed excitedly, "That's awesome. That is unreal."

Mr. Martin came to see Senior Master Sgt. Chuck Thomas, vehicle maintenance superintendent with the 442nd Logistics Readiness Squadron. He also noted that it gave me a greater respect for what reservists do on a daily basis. One thing that impressed Chuck is that the discipline he has here carries over into his (civilian) life. He is regimented and focused, and we have a certain window in which we operate. It's not like trucks. Since Chuck has operated our warehouse, we're never late.

"It's extremely important that civilian employers support every day," Mister Martin said. "If employers do that, they can keep doing it every day."

Tanya Tims, with the United State Department of Agriculture in Oklahoma, came in to see Master Sgt. Jennifer Schmitz, a munitions system mechanic with the 442nd Maintenance Squadron.

"Oh my gosh, this is exhilarating," Ms. Tims said during her flight. "I've never experienced anything like this. The precision is amazing. I'm honored to be able to do this."

"I've always been behind the military and always patriotic, but it's been kind of nebulous," she said. "But to have the mission explained to me makes me more supportive."

At the luncheon, Col. Steve Arthur, 442nd Fighter Wing commander, thanked the wing members and their employers.

"I'm the luckiest wing commander in the Air Force and you got to see the action today," the colonel said to employers at the luncheon. "If I owned a business and one of my employees came in and said, 'I've been activated,' I'd be anxious to have you do it, but you get it done somehow. So from the bottom of my heart, thank you."

Above: Bradley Goadroad, Caterpillar, Inc., checks out an A-10.

Left: Lt. Col. John Rogler, 303rd Fighter Squadron, discusses the mission with a group of employers during the refueling flight.

Below: A four-ship formation of 442nd Fighter Wing A-10s flying in formation behind a tanker giving the employers a spectacular view.



PHOTO BY MASTER SGT. BILL

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PHOTO BY MASTER SGT. BILL HUNTINGTON

Above: Jeff Freeman, DST Systems, takes careful aim as he digitally records the flight.

Right: After an eventful flight, employers disembark from one of two KC-135 Stratotankers from Tinker AFB, Okla.

Below: Lt. Col. Joseph Herold, 442nd Civil Engineer Squadron commander, joins his employers, Steve Coker and Kim Ganote, Sprint-Nextel, as they display a 10th Air Force Certificate of Recognition presented to them by Col. Steve Arthur, 442nd Fighter Wing commander. Sprint-Nextel was recognized for their support of Colonel Herold and the Air Force Reserve.



PHOTO BY MASTER SGT. BILL HUNTINGTON



HUNTINGTON

PHOTO BY TECH. SGT. JOHN VERTRESE

Farewell to the Chief

Retiring CCM speaks on Wing's past, future

Mohawk: What do you see as the difference in the enlisted force today from what it was when you first joined the Air Force?

Chief Isaacson: Good question. Well, I joined back in 1968 and things were quite different at that time. The two “super” grades (of senior master sergeant and chief master sergeant) had only been around for nine years and part of the reason for bringing those two grades in was for management. Most everyone on active-duty was promoted by the Weighted Airman Promotion System which was the skill, knowledge and Promotion Fitness Examination – customs, courtesies, that sort of thing – and very little time was given to management. Essentially if they scored well on the test, and knew their job well, they were being promoted and into positions that they had no competency for. They weren’t managers, they were technicians. One of the most significant changes that I’ve seen in the enlisted corps since that time is the advent of teaching NCOs at the mid-level how to be managers for the time that they assume greater responsibilities of senior NCOs. Of course, what happened on active-duty was soon brought into the Reserve system as well.

Another thing is probably the mentoring of junior enlisted by both mid-level and senior NCOs. I know we have a formal program now which obviously didn’t exist then. My recollection of the enlisted Air Force back then, was not of NCOs taking Airmen under their wing and showing them the ropes. But I believe we’ve come a long way in the esprit de corps and in NCOs having a concern and a care about the people that they are leading. It goes to how to manage people and how to know what their needs are and to provide them with the tools that they need to succeed. That wasn’t going on when I came in. You were kind of on your own. One example is when I was a staff sergeant, and no one was helping me get to a seven level. I got out of the Air Force at four years as a staff sergeant, as a five level, I didn’t even know there was a seven level. Nobody was encouraging me and helping me to get there.

Mohawk: What are your thoughts on where the 442nd has come from, how we are doing as a Wing now and your perspective on our future?

Chief Isaacson: I started in this wing in 1989. When we would come to duty at (the 442nd’s former home of) Richards-Gebaur (AFB), specifically within the civil engineer squadron, we would come to UTAs and there was very little training that we could actually accomplish. That was just the nature of the beast itself. When we would come out, we would have to find busy-work to do on a UTA. It was not an opportunity to do real training for our AFSCs because we had no tools to do that. I see that as a big change in where we were at that time. I know the aviators and the aircraft maintenance folks had a mission, but as far as the support side of the house, there wasn’t a lot that we could do at Richards-Gebaur as far as training. Now, you look at what has happened in 18 years, and with the operations tempo where people are participating in Air Expeditionary Forces around the world and the training that we are able to have on an

active-duty base with our counterparts and the interaction that we have with them. Our training has gone, way, way up. We are a better trained, better educated, better equipped force than were 18 years ago at Richards-Gebaur.

That’s where we’ve come. Where we are going? Well that’s more uncertain. I’ve made trips to the Pentagon and I get these briefings where they are looking out five, ten, twenty years into the future. These folks up there are living in a different place than we are. They are looking at things way down the road. We’re too busy working on our piece of the puzzle right here from day-to-day and we can’t even think that far in advance. So things are continuing to change. The possibility of the ART program going away and being replaced with Active, Guard, Reserve. With the ops tempo and the AEF and trying to do it through volunteerism. Its working so far, but what happens when that volunteer pool runs out in the future? What changes will then have to happen. I mean we started with a 90-day AEF, now we’re at 120, they are talking about 180. What will it be? What if it’s a one year tour that we have to start doing? What about changes in benefits for us? What about the Reserve? It possible, now that we are looking after 60 years as the Reserve and our role has changed so dramatically. We really were an in-reserve force. Now we are A-team. We’re not just back-filling active-duty personnel that are deploying; we’re deploying and in some cases more than they are. I can say that the Reserve program as we know it – as it has been for the last 60 years – is going to change dramatically within the next ten years in ways that it will not even look, sound, act, like the Reserve that we have known in our lifetime. Big, big changes along the way.

Mohawk: You’ve touched on part of this already. Air Force Reserve Command has been using a volunteer system to fill taskings in the Global War on Terror. How has this affected our enlisted wing members and how have they responded?

Chief Isaacson: Well shortly after 9-11, of course, you know we were activated. We had Security Forces activated for a year. We had firefighters activated for a year. We had our maintainers who went over to Afghanistan in 2002. As soon as they got back they were activated in 2003 and took the war to Iraq. They were the first folks since World War II to be operating out of an enemy air field. That’s pretty amazing. But, it took its toll on people because not only Afghanistan and Iraq, but then right back to Afghanistan in 2006 and we’re now looking at another AEF in 2008. Now in the wing volunteerism is starting to dwindle. Not that people aren’t patriotic and supportive, but its still that we’re giving and giving and giving and we’re still, it seems, fighting for every scrap of anything because we are “just the Reserve.” Where ever we go we bring something to the table to make that mission operate better than it would if we weren’t there and we’re still being treated almost like second-class citizens. That’s not right, that’s not fair. Our benefits are different from those on active-duty. It seems like little things but our benefits are not the same even though what we’re doing is the same and sometimes better.

Mohawk: You’ve deployed to war with the men and women of the 442nd Fighter Wing and seen them in action around the world. Compare and contrast our enlisted force with that of any given active-duty counterparts.

Chief Isaacson: Number one, for the most part, we are more mature, more experienced. What I consider to be the apex of my military experience was to deploy with the aircraft maintenance folks here and the flyers. The A-10s at Kirkuk Air Base, while we were there we would go out and scrub the planes down. People that would visit the base ... those planes looked as good as they looked right back here in the states ... other planes would fly in there just dirty, grungy, broken and we'd have the best mission capable rates of any aircraft in the area of responsibility. We have people ... just a few now ... but they actually went to look at the A-10s before they were originally delivered to Richards-Gebaur and they were assigned a plane and they've been on that same aircraft ever since. There is no possible way anywhere you are going to find anybody on active-duty that has that level of experience that our folks have.

Part of it is psychological, that we work harder to be accepted where the active-duty folks, you know, they're moved around and they don't have the cohesive unit that we do have. We have people that have worked side-by-side for ten, 15, 20 years. That's a team that you just can't build in two years or three years like on active-duty. You can't do it.

Where ever the 442nd goes, they stand out. I've seen that on the support side of the house, I've seen that on the maintenance side of the house where ever they go. Just like the Security Forces right now in the AOR. They swept the monthly awards. They're just doing an outstanding job. Its like what our folks did when they landed at Tallil (AB, Iraq) in the middle of the night and they we told to go find a place to go to sleep. There were no facilities. There were no latrines. No security support. No CE support. There were mines and all of that kind of stuff. (Shortly) they were flying missions out of there! Maintainers walked out onto that air base and did it themselves. That's amazing!

I've been to a lot of places; I've been to 25 countries; I've been to a lot of bases; I've deployed with a lot of people; been to the desert twice. There is no wing like ours. I can say that with assurance and I'm not being biased.

Mohawk: Let's get a little more personal. How do you feel about completing your Air Force career and passing the baton to soon-to-be-Chief Al Sturges?

Chief Isaacson: Bittersweet. It's gone by too quickly and that's for sure. But that's life, you know. I always thought I would stay until I was 60 but this is the right time to go, it is the right time for new blood, for somebody else to take a shot at it. I personally feel that it is the wrong thing for me to do to even stay in the wing in some other capacity, which was offered to me. I feel that this is the position that someone should retire out of and to be going and to leave the reins tom somebody else. Now from a personal standpoint, it has just gone by way too quickly. It'll be very odd to take all of the personal things out of this office, put it in the trunk of my car and drive off base for the last time. It will certainly take some adjustment.

You look around the wing and you see the young people that are coming up and like I said earlier they are better educated, better trained, better equipped than any force we've ever had in the Air Force. They are going to do just fine, you know, they are going to better, in fact, than we did. If the mentoring and if the PME works, and if the NCOs and senior NCOs are leading and managing the way that they should be, then the young people will be prepare to take over when we go. There should be no reason to worry that they won't, because they are going to do a fine job. They are going to do a better job than we did.

Editor's note: Chief Isaacson will officially retire during the December UTA.



**442nd Fighter Wing
Command Chief Master Sergeant
David Isaacson**

PHOTO BY MAJ. DAVID KIRLE

Air Force 'Portraits in Courage' features 442nd munitions NCO

SAN ANTONIO — Senior Master Sgt. Bob Jackson, 442nd Maintenance Squadron, is one of 13 Airmen featured by the Air Force in the second edition of the chief of staff's Portraits in Courage.

Gen. T. Michael Moseley said that the Airmen chosen for this edition represent a small sampling of the tens of thousands of currently deployed Airmen who courageously fulfill their missions day after day in harm's way.

The men highlighted are a variety of ranks and career fields, pointing to the diversity of Air Force missions, and that American Airmen are on the front lines.

The project was initiated by General Moseley as a way to capture the grit, determination and commitment Airmen show everyday.

To view, go to the Portraits in Courage icon on the AFlink home page at www.af.mil.



New enhancement will launch this month

Driven by technology, vPC-GR adding dashboard

by Senior Master Sgt. Kelly Mazezka
Air Reserve Personnel Center Public Affairs

DENVER — An enhancement to the virtual Personnel Center - Guard and Reserve scheduled to launch in December will put Airmen in the driver's seat of their personnel transactions.

The new vPC-GR Dashboard will streamline the way they manage their vPC-GR account profiles, submit new requests, check the status and coordinate on existing transactions.

"We're trying to make vPC-GR more efficient for everyone," said Lt. Col. Doug Ottinger, director of the Air Reserve Personnel Center's directorate of future operations and integration. "The Dashboard will allow people to complete all their coordination actions at once, with one log on."

Since 2006, vPC-GR has enabled more than 25,000 online transactions for retirements and decorations to be routed through coordinators, reviewers or approving officials. In the past, coordinators would receive an e-mail for every transaction requiring their review and would have to log in and log out for each.

The Dashboard, on the other hand, enables the coordinators, reviewers and approving officials to process a transaction, monitor its progress, attach related documents, develop reports and initiate any additional transactions under one logon.

The vPC-GR Dashboard also will reduce the number of e-mail notifications needed to complete the coordination process. Coordinator, reviewers and approval officials will have the ability to choose to receive one e-mail a day or none.

"With the old system, commanders coming in for their UTA [unit training assembly] weekend could be faced with hundreds of e-mails just for vPC-GR transactions," Colonel Ottinger said.

"Many of our customers found the number of e-mails generated by every request excessive. Now they decide how many they receive. That's good news."

When an Airman sets up a vPC-GR account profile, the system will default to send a notification e-mail to the member when

he or she has pending actions. Airmen who don't want to receive the e-mail notification can uncheck the appropriate box.

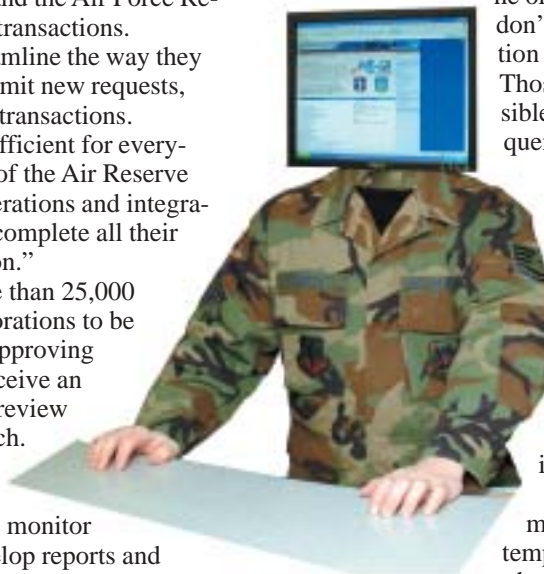
Those who select the option are responsible for checking their Dashboard frequently for pending actions.

Another Dashboard feature allows Airmen to eliminate processing delays by delegating that responsibility or role to someone else in their organization. If a primary person has delegated his or her role to another, it cannot be further delegated to someone else. The primary can release the delegated role by designating an expiration date or deleting it after returning to duty.

For example, if a first sergeant must attend a class, go on an extended temporary duty assignment or deploy, he or she can delegate the first sergeant role to

another responsible Airman in the unit.

The Dashboard structure will affect coordination on existing vPC-GR retirements and applications for awards and decorations. Reservists can learn more about these changes and future applications by going to the Air Reserve Personnel Center, Personnel Services Delivery Transformation Web page at <http://www.arpc.afrc.af.mil/library/PSD/>.





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DEPARTMENT OF THE AIR FORCE
442ND FIGHTER WING PUBLIC AFFAIRS
931 ARNOLD AVE.
WHITEMAN AFB MO 65305-5070

Two A-10 Thunderbolt IIs from the 442nd Fighter Wing, fly formation off the wing of a KC-135 Stratotanker during the wing's Employer Appreciation Day, Nov. 3. Civilian employers of wing reservists were treated to a ride in two of the aerial tankers during the event. (U.S. Air Force photo/Staff Sgt. Tom Talbert)

TO THE FAMILY OF:



**Whether the future holds A-10s
or a more advanced aircraft,
the 442nd will be ready for it
because of the huge investment of money and effort
our Nation has made in this unit.**

-Col. Steve Arthur, 442nd Fighter Wing commander

442nd Fighter Wing on line -- www.442fw.afrc.af.mil