

# THE MOA NEWSLETTER

The Maintenance Officer Association (MOA) is committed to enhancing the USAF mission by improving the maintenance world. Although comprised primarily of USAF maintenance officers, MOA is not associated with the United States Air Force or any other organization.

ISSUE NO. 4

FEBRUARY 1983

## ELECTION NEWS

Enclosed is your ballot for the 1983 MOA election of officers. Please note that the short time period between finalizing the MOA bylaws and the election necessitated some procedural deviations; specifically, time did not allow for distribution of the Nominating Committee's report to the membership in advance. To compensate for this, we have included on this year's ballot a space for write-in votes. We would ask that you confer with write-in candidates in advance since several of our members have indicated that they do not have the time or the desire to serve as a MOA officer, a problem we certainly appreciate.

As we cleared the final legal and administrative hurdles required to finalize the bylaws, the compressed timing of this year's elections was considered. However, the alternative of changing the election time frame outlined in the bylaws did not appear wise. We feared that the closer to summer the elections were held, the more our membership would be in transient to a new PCS station. We apologize for any inconvenience or confusion.

Please ensure that your ballot is returned to arrive no later than 10 March 1983. Also, we suggest that the envelope be marked "BALLOT." For those who have not paid 1983 dues, your check must be enclosed for your ballot to be validated. You need not sign your ballot. Do include your name and return address on the envelope. We will confirm membership status in this manner prior to forwarding ballots to the Elections Committee.

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**KEEP THE FAITH**  
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## MOA UPDATE

The members of our Nominating Committee are Majors Lykes Henderson, Chairman, Doug Polk, and Bill McDonald, all from HQ USAF/LEVV. Once the nominating process has been completed, the members of this committee will also serve as the Elections Committee. To date we have 178 members.

## READING ROOM

A collection of essays entitled "Military Ethics and Professionalism," published by the National Defense University Press, contained an article by Lewis S. Sorley. Dr. Sorley's discussion of ethics in the military contains some interesting thoughts.

... Thus the commander who insists on working his unit for a month of nights and week-ends--to attain marginally improved results on a maintenance inspection of aging equipment for which there is an inadequate supply of parts and which has for a decade been chronically undermaintained--typically asserts that he is getting the job done. That perspective is not always endorsed by his subordinates, who share that sensitivity barometer of diminishing returns possessed by all who have to actually do the work. What is more important, they may be right. . . . The lack of perspective, and inability to appreciate the longer-term impact of present policies, is thus a fatal deficiency of competence. Unfortunately, in recent years, it has not been similarly fatal to the career aspirations of those exhibiting it, for the standards of evaluation being applied have failed to penalize those who exploit their units to advance their own interests. . . ."  
[National Security Essay Series 81-2 (1981)]

THE MOA MOUTH

REFLECTIONS ON MOA'S FIRST YEAR  
AND  
WHERE DO WE GO FROM HERE?

Looking back, it is hard to believe that MOA got its start just a year ago. As three of us sat debating the often-discussed requirement for a maintenance officers' association, we decided it was time to give it a shot. No, we were not in an O' club bar--that was a later meeting. We then brainstormed the names of seven other MOs with diverse duty assignments to provide, we hoped, a broad base for the planned organization. With that nucleus of enthusiastic ten, we charged off to test the waters.

The first test, we thought, would be the initial mailing of membership offers to the first 50 prospective members (five each selected by the original ten). Boy, were we right! The U. S. Postal Service lost the packages we had sent! Two and one-half weeks after the packages had been entrusted to Uncle Sam, we attacked our new and mysterious computer that had humbled us previously and reprinted 50 packages. That second mailing averaged only two days in transit and arrived--you guessed it!--on the same day as the original (suddenly resurrected) packages. If you are going to hit folks cold with a grand scheme, both barrels really add to the confusion.

The response to that first salvo was encouraging even to the optimists in the group. We learned a lot in the process; however, the concept and procedures that sounded so simple were in some cases unintelligible to those who had not participated in developing them. In addition, the only thing worse than the postal system or the USAF distribution system was an attempted interface of the two. We had (and still have) a real problem corresponding with folks if we did not have a current mailing address. The time from mailing to response due to TDYs, etc., can be frustrating. There are a couple of hundred individuals who have not responded to membership offers. Our experience with the notification process indicates that 75% never received their notification letters.

That first newsletter was a barrel of fun, too. After crashing and thrashing for weeks, we presented the "final form" to our friendly printer. He took one look and said, "You want to do what now?" Each successive newsletter has been easier, I think--at least I have been allowed to move back in the house.

Writing the bylaws with a geographically dispersed committee was a real exercise as well. But in all these cases, we just hung in there and did the best we could, consistent with all kinds of conflicting requirements and schedules. The entire first year could best be categorized as a combination of testing the water and getting entrenched on Normandy Beach. The second big test we anticipated was when it came time for the 1983 dues to be anted up. Again, even the optimists among us were pleasantly surprised. The membership has been responding at a good rate and, even more encouraging, many have included lists of nominees for membership.

So the outlook for MOA is very healthy. I think it is important for Year No. 2 to be the Year of Getting Organized. We are putting together some ideas for the new leadership. The first priority, I feel, should be to get the membership more involved. It was very frustrating to get offers of assistance from many members and not be organized enough to tell them what needed to be done. The concept of MOA representatives for regions, MAJCOMs, or even bases has considerable merit and should be pursued. A well-conceived financial plan to provide both short- and long-term fiscal stability is essential. Does MOA want to join other such organizations in the political

[See MOUTH, Page 3]

MONTH . . . . .

[Continued From Page 2]

lobbying arena? Do we want to actively pursue participation by sister service maintenance officers? We encourage your thoughts and ideas in this getting-organized phase.

In all these deliberations, it should be remembered that MOA--like any military-associated organization--has dynamic membership patterns. For instance, in one year we have lost (or will lose) three of the original ten founding members (LTC Bill James retired on 1 February, and Col Dick Watson and I retire later this year). Although the three will remain MOA members, all are restricted by the bylaws from further service on the Policy Committee. Therefore, MOA must be organizationally strong to ensure continuity.

The new leadership has a big job ahead of it. I feel certain at the end of Year No. 2 they will look back and also say, "What a year!" The trials and tribulations of Year No. 1 will probably pale by comparison. I hope so--that will be the sure sign of MOA's growth. But be assured, they will need your help.



Larry Matthews  
Lt Colonel  
President

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### NOW IT'S MY TURN

Upon receipt of a copy of the Bylaws of Maintenance Officer Association in the mail yesterday, I began to wonder what type of organization I joined. I sincerely hope it is a professional group dedicated to the purpose specified in Article I, Section 2, of the Bylaws. If so, this letter will be taken in the spirit it is intended.

I am well aware there are still very few women serving as professional maintenance officers and after reading the Bylaws, I believe there were none on the committee which wrote them. Therefore a gross injustice has been done. Throughout the Bylaws there is no mention of women anywhere. Throughout, all references are to men, such as, "He may appoint," "nominate his own successor," and "not performing his duties." This is a perpetuation of the stereotypes that all maintenance officers are men or that the officers of a mixed organization will only be men.

Even though this organization is established outside the confines of the Air Force, it is comprised of Air Force members and as such it would be beneficial for the MOA to comply with AFR 5-1(C1), paragraph 2-4c. (A copy is attached.) I sincerely hope that the Bylaws will be reaccomplished to reflect that professional maintenance officers can be, and are, of either sex.

Capt Kathleen Paine  
AFROTC Det 20, Univ. of Arizona

#### The President replies. . .

My apologies if the MOA bylaws offended you by using the male form of the personal pronoun. Our intent was [See MY TURN, Page 4]

**THIS COLUMN IS INTENDED TO VOICE OUR MEMBERS' COMMENTS AND OPINIONS.**

MY TURN

[Continued From Page 3]

certainly not to offend any of our members--or any non-members, for that matter. However, I cannot beg off with an excuse of oversight, for the choice was a conscious and carefully considered one.

The exercise that the Air Force went through several years ago to rewrite all Air Force guidance in order to insert "he/she" where required, was in my opinion (and that of many others) the classic case of the corporate body mustering its strength to attack the symptoms while the problem went unscathed. As with any assault on symptoms, the real problems start after the symptoms are slain. The bureaucracy then goes back to business as usual, believing (or rationalizing) that the problem is solved.

The pragmatic nature of the professional maintenance officer core tends to make proper personnel utilization less a problem than in some other areas of the Air Force. The primary measure is whether one can fix airplanes--whether one is short in stature, has prior service, is female, purple in color, or Moslem. However, even in maintenance, the equal shot at the tough, high visibility jobs was and still is an uneven proposition. In too many cases the job of rewriting all the base regs/MOIs to comply with the he/she dictum fell to a female maintenance officer serving in additional duty as the Wing CC/DCM's exec because that "best fit her talents." That, in my opinion, is the rough equivalent of "some of my best friends are red-caps, maids," etc. Even more important, the chance for an equal opportunity to fail in the tough jobs, although present in specific places and instances, has not been institutionalized. I have yet to see the first IG report that questioned a unit's assignment of maintenance officers to the plum jobs. Can we assume, therefore, that a comparison of who gets to be the mobility officer versus who gets to be the deployment maintenance officer might not reveal some gender trends? I don't think I can make that assumption, but I suspect too much of the Air Force is resting on its symptoms.

It should also be noted that, for similar reasons,

we do not editorially insert at the head of articles submitted for the MDA Newsletter a disclaimer clarifying the neuter intent in pronoun usage. To do so provides countenance to those who do, in fact, view maintenance officers in any categorizational scheme other than in gradients of effectiveness and efficiency.

I would suggest that Article I, Section 3, of the MDA bylaws referring to the organization as "nonprofit, nonpartisan, and nonsectarian" should be accepted at face value with no reservations. Likewise, I assure you that Section 2 of the same article that discusses upgrading the image, visibility, and promotability of the professional maintenance officer corps means all maintenance officers, independent even of MDA membership status.

I intend some day to assemble a memory book containing the more ludicrous things that occurred during my career in the Air Force. On the facing page, opposite the page from AFR 5-1 which you enclosed, I intend to insert a copy of an Air Force special order. This order, issued during the same timeframe as the he/she rewrite, officially changed the name of the Military Personnel Center to the MANpower and Personnel Center. As a result, I would contend that the derision of those in the trenches for this semantic sympto-phobia has a deeper basis than the wearisome mouthful created by he/she/it.

LTC Larry Matthews  
President

I read Issue No. 3 of The MDA Newsletter with interest. Not certain I agree with everything (I remember generating more sorties with the heroes in combat and during surges than the Ops guys could fly and I knew I had at least some guys who could fix 'em), but it is thought-provoking. I also noted the stats in Luke Gill's article and those on page 4. Guess the munitions pukers had better get theirs early and often at 04 because they might not see 05.

Col Jack Elle  
57 FWW/AMA

TO ANALYZE OR NOT TO ANALYZE  
By Maj David Miller  
HQ AFISC/IGBM

". . . that is the question. Whether 'tis nobler only to portray a plethora of data and suffer the slings and arrows of unsuspected misfortune. . . ." Poetic license notwithstanding, the point to be made is that a key ingredient to skillful management of a maintenance activity is the availability of usable information.

In this day of computerized information management systems, almost any bit of data anyone could ever want can be made available. The alphabet soup for aircraft maintenance managers includes such systems as MDS, MNICS, AFOLDS, CEMS, etc. Nevertheless, with all the automated systems and products of those systems, there remains a human element--someone to interpret the myriad of data. Someone must take the numbers and translate that information into usable terms for maintenance managers. Someone must be able to sift through the output data and raise the flag on problem areas and, more important, on potential or suspected problem areas so that management can make adjustments to prevent future failings. This process of translation is called "analysis," and the Air Force employs trained individuals (AFSC 391X0) for that purpose. We call them "analysts"; but do they analyze?

Do the analysts at your unit identify suspected problem areas such as systems failing prematurely or increasing consumptions of manhours or material? Do they forecast, from historical experience, potential shortcomings due to seasonal changes? Are they looking for root causes of unusual trends? Do they even identify trends?

Or are the analysts at your unit merely "data gatherers and portrayers"--filling in numbers for briefings, reports, and summaries? Are they occupied full-time plucking out numbers from computer runs and tabulating data from maintenance and flying schedules; or do they get a chance to scan and compare the data for anomalies? Do your analysts answer the question "why?"--or can they only respond to "how many"?

Are your analysts giving you the inside track to correcting a potential problem before it becomes a problem? Or are they giving you the data describing how big a problem you already have? As a manager, do you know what questions to ask the analysts? Do you know their capability? If not, consider asking them to educate you. Are you satisfied with a response such as, "The FMC rate was down last month because the NMC rate was up"? If so, you might want to challenge them for underlying reasons.

A real world example illustrates the role of a good analysis. An analyst at a unit noticed an unusually high consumption of main tires over the previous month. Accordingly, manhours expended for changing the tires had also increased significantly. After a few inquiries, the analyst discovered that the runway had recently been grooved, and, not surprisingly, the main tires were wearing faster. Further investigation revealed that a substitute type of main tire was available and specially managed by AFLC for units operating at locations with grooved runways. It was then a matter of procuring the substitute tires to resolve the potential problem of long-term manpower, materiel, and dollar costs associated with too frequent tire changes.

Sounds simple enough. Basic analysis is not complex. Given the time to look at the data, find the irregularities, and ask the questions, the analyst can then provide usable information to managers. Are the analysts at your unit able to analyze or not to analyze?

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The saddest story we have heard in a long time was about a couple who, after their family was grown and gone, bought new living room furniture--all in white. Whereupon, the cat immediately found a new scratching post, the dog became incontinent, and a daughter moved back home with her three small children in tow.

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## ABOUT THE NOMINEES

The following profiles give a brief sketch of the military career of each of those nominated for office by the Nominating Committee. There were no nominations from the floor (or through the mail, as was the case in this election process). The enclosed ballot provides spaces for write-in candidates.

### FOR PRESIDENT

LTC Luke Gill is a career munitions officer presently assigned to the Missiles and Nuclear Branch of HQ USAF/LEYW. He has had a wide variety of jobs in the maintenance business, including two tours in aircraft maintenance as an AGS commander. Many of you probably know Col Gill from his assignment as a Palace Log team member in the late 1970s.

### FOR VICE PRESIDENT

Col John Duckworth is branch chief of the Support Aircraft and Systems Branch of the Aircraft Systems Division (HQ USAF/LEYY). He has had a variety of assignments in MAC, SAC, and USAFE. Col Duckworth has also served a tour in HQ MAC (1972-75) and was one of the founders of the Logistics Management Center.

### FOR TREASURER

Capt Wiley Mahan is a career maintainer now assigned to the Maintenance Policy Division (HQ USAF/LEYM) as the manpower and personnel expert. He received his schooling in the manpower/personnel business in a similar position in HQ SAC/LGNO. Prior to attending OTS/AMOC, Capt Mahan served seven years as a SAC crew chief. He has been serving as the MOA Treasurer since June, capably filling the void created by Maj John Edenfield's PCS.

### ASSISTANT TREASURER

Maj John Smith has the F-16 program in HQ USAF/LEYY. His history includes assignments in ADC, PACAF, and SAC. With the exception of a tour at HQ SAC in 1978-80, all of Maj Smith's assignments have been at the squadron level.

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MOA STATS

Maintenance Officer Association  
P. O. Box 2521  
Springfield, VA 22152

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MOA STAFF

LTC Larry Matthews, President/Editor  
Col Ron Walker, Vice President  
Capt Wiley Mahan, Treasurer  
Capt Meighan Chisholm, Assistant Treasurer  
Col Bob Dundervill, Counsel  
Ms. Marian Matthews, Administrative Secretary

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TREASURER'S REPORT

(As of 31 December 1982)  
Submitted by Capt Wiley Mahan

INCOME

Dues \$2,750.00

EXPENSES

Administrative Services \$924.75  
Postage 304.85  
Newsletter Printing 676.69  
Stationery 224.44  
Administrative Supplies 75.02  
Bank Charges 21.07

Total Expenses 2,226.82

BALANCE CARRIED FORWARD TO 1983 \$ 523.18

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REMINDERS

Remember that nominations go to the Membership Committee on the 15th of each month and are voted on by

the end of the month. Consequently, if MOA receives a nomination on, say, 16 February, it will not be until the end of March before you, as a sponsor, receive your nominee's notification letter. These letters are sent to the sponsor for delivery to the candidate to ensure a more personal invitation.

Often candidates do not receive their invitations to join MOA. If that becomes known to us, we simply reissue the invitation. If a candidate is nominated a second time (without having responded to our initial letter), we send a second notification letter directly to the nominee, without going through the sponsor.

KUDOS

Ms. Wendy Campbell received the Aeronautical Systems Division Federal Women's Program Award as the 1982 Business Woman of the Year in the Science and Engineering Category, Senior Division. Many of you know Ms. Campbell from her continuing work in the analysis of Air Force maintenance activities. You may not be aware that the project on which she has been working, called "Analysis to Improve the Maintenance Environment," involved interviewing nearly 1500 maintenance personnel at 21 bases in the CONUS and overseas. The purpose of the study was to look at maintenance problems from the perspective of the people who are actually performing, supervising, and managing maintenance functions in the field. We hope to run an article in the future on the results of the study when completed. Our congratulations to Ms. Campbell on the award.

Col Robert McCoy, the Director of Maintenance at SH-ALC, was selected for promotion to brigadier general on the list recently released. Congratulations!

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People who say they are willing to meet you halfway are often very poor judges of distance.  
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**MOA MEMBERSHIP LIST**  
**(Effective 21 February 1983)**

Capt Orlando Albani, HQ USAFE/LGMS  
Maj Roger Allen, AFDSDC/LGM, GUNTER  
Col Bill Ambre, 651STESTSUPSO/CC, EDWARDS  
Col John Anderson, HQ USAF/LEYM  
Col Fred Aultman, SM-ALC/MA  
LTC Gary Austin, 6594 TESTGP/LG, HICKAM  
Col Thomas Bainbridge, 96 BOMB WG/MA, DYESS  
Capt Carolyn Balven, ASD/TAF, W-P  
LTC Bill Bengert, HQ TAC/LGW  
Col (Ret) Max Baumgardner, GENERAL DYNAMICS  
LTC Dennis Beck, AFISC/SE, NORTON  
Col Jay Bennett, STUDENT, ICAF  
Maj Steve Bentley, HQ AFISC/IGBM  
Col Karl Berroth, 57 FWW/MA, NELLIS  
LTC Bob Bishop, SA-ALC/MAJ  
LTC Jim Blackstock, HQ AFLC/MAJ  
Col Frank Blazek, HQ AFLC/MAS  
Maj Alan Blomgren, 934TAG/MA (AFRES), MPLS  
Capt Terilyn Bodenheim, OO-ALC/MMS  
LTC Ken Boles, HQ ATC/TTY  
Maj Joseph Bonpensiero, HQ AFISC/IG  
Maj Mike Bridge, HQ SAC/ATC-LB  
LTC Art Briggs, HQ USAF/LEYM  
LTC Whitney Broussard, FACULTY, AFROTC, TROY ST  
LTC Richard Browning, 388 TFW/MA, HILL  
Maj Roger Buettell, HQ AFLC NSD/LWD, KIRTLAND  
LTC David Butler, HQ PACAF/LGM  
Ms. Wendy Campbell, AFHRL/LRLC  
LTC John Chambers, 3211 FMS/CC, EGLIN  
Capt Meighan Chisholm, HQ USAF/LEYM  
Col Jerry Cobb, HQ TAC/LGM  
Maj Charles Coleman, HQ TAC/LGSP  
LTC John Covi, HQ SAC/LGMD  
Maj Dave Csintyan, HQ AFMPC  
Col Charles Cunningham, 3205 LOGSP/MA, EGLIN  
B/S Lewis Curtis, HQ USAFE/LG  
LTC James Cushman, 8 ABS/CC, KUNSAN  
LTC Paul Cwiklik, HQ TAC/LGMA  
Maj John Demmon, HQ AFSC/LGMP  
LTC David Dietsch, STUDENT, AMC  
LTC Bill Dillon, HQ AFRES/LGMM  
LTC Pete Doe, 20 TFW/AMA, UPPER HEYFORD  
Maj Robert Drewitt, AFLMC/LGM, GUNTER  
Col John Duckworth, HQ USAF/LEYM  
Capt Gail Duke, HQ USAFE/MSET  
Maj John Edenfield, STUDENT, ACSC  
Col Donald Edwards, HQ PACAF/IG  
Col Jack Elle, 57 FWW/AMA, NELLIS  
LTC Gary Eppler, HQ AFISC/SEF  
LTC James Flasch, HQ TAC/LGMF  
LTC Russell Flint, 52 ABS/CC  
LTC Daniel Flournoy, HQ USAF/LEYM  
Maj Paul Fox, 3205 LOG GP, EGLIN  
Maj William Frankhauser, HQ PACAF/IG  
Maj Richard Frome, 379 MMS/CC, WURT  
Maj John Fullerton, 41RWRW/LGX, McCL  
Maj James Garlitz, 4450TACGP/MAA, NELLIS  
Capt Allie Gilbert, HQ PACAF/IG  
LTC Luke Gill, HQ USAF/LEYM  
Capt Fred Graham, HQ USAF/LEYM  
Col Lee Greer, SM-ALC/CV  
Col John Griffin, HQ AAC/LGM  
Col Larry Grimard, UPPER HEYFORD  
Capt John Hammes, HQ MAC/LGMM  
1Lt Joan Hansen, 3205 LG/LGMCD, EGLIN  
Maj David Helms, 33 EMS, EGLIN  
Maj Lykes Henderson, HQ USAF/LEYM  
Col Ronald Hoelzer, HQ AFLC/LDA  
LTC Jack Hogan, 89 MAW/MCD, ANDREWS  
Capt Allen Hubbard, HQ 12AF/LGMF  
Capt Fred Hudson, 355 ABS/MAAM, D-M  
Capt John Hunt, 366 TFW/MAS, MT HOME  
LTC James Ivy, HQ USAF/LEYM  
LTC Edward Jacobs, HQ USAFE/LGWN  
LTC (Ret) Bill James, TECHTRANS  
Maj Robert Johnson, 178CAM (ANG), SFLD, OH  
LTC Ward Johnson, 320 BWW/AMA, MATHER  
Capt Judith Kautz, OC-ALC/MMS  
Capt Larry Kays, HQ USAFE/LGE  
LTC Kevin Kelly, HQ PACAF/LGMM  
1Lt Allen Kerr, HQ AFSC/LGMP  
LTC Reed Kinzey, AFSC, ARM DIV/DCM  
Capt Robert Kincaid, HQ TAC/LGMF-16  
LTC Donald King, HQ TAC/LGMD  
Capt George Kishigian, 7362 MUNSS, CAMP NEW AMSTERDAM  
LTC Rodney Kontny, AFTEC/LGMA, KIRTLAND  
Maj Jerry Kucharczyk, HQ USAFE/LG EXEC  
Capt John LaDieu, AFMPC/MPCRPO  
Maj Peter Larsen, 4235 STS, CARSWELL  
Col Robert Lerandeau, TAWC, EGLIN

MOA MEMBERSHIP LIST (Continued)

Capt Lisa Long, 401 AGS, TORREJON  
 Col Steven Long, 3 TFW/MA, CLARK  
 Capt Donald Lowery, 92 FMS, FAIRCHILD  
 LTC Aulay MacRae, HQ USAF/ATCLO  
 Capt Roy McBrayer, 14 OMS/CC, COLUMBUS  
 Col Robert McCoy, SM-ALC/MA  
 Maj Bill McDonald, HQ USAF/LEYY  
 Capt Wiley Mahan, HQ USAF/LEYM  
 LTC Larry Matthews, HQ USAF/LEYM  
 LTC John Merryman, 64 FTW/MAM, REESE  
 Maj Gene Nertz, 347 TFW/MCO, MOODY  
 Col Philip Metzler, OG-ALC/MAA  
 LTC James Miles, 56TTW/MA, MACDILL  
 Maj David Miller, AFISC/IGBM  
 LTC Jere Miller, HQ USAF/LEY  
 Maj Larry M. Miller, 926 TFG/AMA, N.O  
 LTC Edwin Moitoza, 36 TFW/MAM, BITBURG  
 LTC Guy Morgan, HQ USAF/LEYY  
 Maj C. E. Motley, 3350 TCHTG/TIMG, CHANUTE  
 Col (Ret) C. O. Murphy, Jr., NORTHROP  
 Col Albert Nichols, HQ USAF/LGM  
 LTC Harvey Nixon, HQ USAF/LGMM  
 LTC Max Noble, 92 BW, FAIRCHILD  
 LTC Larry Nohrenberg, 47FTW/MAM, LAUGHLIN  
 Col John Nowak, STUDENT, ICAF  
 LTC John Paqanoni, HQ USAF/LEYY  
 Capt Kathleen Paini, AFOTC DET 20, U. AZ  
 LTC Larry Parent, HQ USAF/LEYY  
 LTC Reginald Pasieczny, 7350 ABG/DCRM, TENPELHOF  
 Maj Warren Payne, 178CAM/CC(ANG), SFD, OH  
 Maj Larry Pedersen, HQ ATC/TTY  
 Capt Leo Petrin, HQ 5AF/DOX  
 Maj Doug Polk, HQ USAF/LEYY  
 Col Steven Powers, STUDENT, AWC  
 Maj Jerry Price, HQ PACAF/LGMM  
 Maj Michael Price, RAF EXCH PGM  
 Col Carl Rawie, SA-ALC/MA  
 LTC Danny Reid, 6100 LSS (CIRF)/CC  
 Col Tommy Richardson, 37 TFW/MA, GEORGE  
 1Lt Joseph Rine, STUDENT, AFIT, W-P  
 Col Thomas Ringley, STUDENT, AWC  
 Maj Mark Roddy, 4 CRS/CC, SEY. JOHNSON  
 Capt Al Rodriguez, HQ USAF/MPPT  
 LTC Ronald Sams, HQ USAF/LEY EXEC  
 Capt Gary Sandiford, STUDENT, ACSC  
 LTC Albert Schmidt, 552 AWACS/AMA  
 Col Barry Schroyer, STUDENT, AWC  
 Capt Timothy Seratt, HQ PACAF/IGIL  
 Capt Nancy Shefflette, HQ MAC/LGE  
 LTC Don Shelhammer, 92 FMS/CC, FAIRCHILD  
 Maj David Shelton, 474CRS/CC, NELLIS  
 LTC Dwight Shuler, HQ USAF/LEYY  
 LTC James Shutt, 36 AGS/CC, BITBURG  
 Maj Robert Sloan, HQ USAF/LGM  
 Maj John B. Smith, HQ USAF/LEYY  
 LTC Rondal Smith, 509 BMM/AMA, PEASE  
 Capt Wayne Smith, HQ TAC/IG  
 Maj Jim Sonnenberg, 8 TFW/MA, KUNSAN  
 Maj Gregory Stanley, HQ AFMPC  
 LTC L. D. Stewart, 51 COMP/AMA, OSAN  
 Maj Mahlon Stief, 433 TAW(AFRES), KELLY  
 LTC Bill Swezey, HQ USAF/LEYM  
 Col Richard Taubinger, 52 TFW/MA, SPANGDAHLEN  
 LTC Frank Todd, STU, NATL WAR COL  
 LTC Rocco Torre, HQ PACAF/IGIL  
 Maj Bill Townsend, 3214 OMS/CC, EGLIN  
 Capt Kenneth Trojan, HQ PAFAC/LGMMA  
 LTC Warren Tyler, 18 TFW/AMA, KADENA  
 Capt Kathryn Underwood, HQ TAC/LGBT  
 Maj Rod Venables, HQ TAC/LGB  
 LTC Gordon Vining, AFISC/SE, WORTON  
 Capt Richard Wagner, HQ AFISC/IGBM  
 Col James Wakefield, 92 BW/MA, FAIRCHILD  
 Col Ron Walker, HQ USAF/LEYY  
 LTC Geary Wallace, HQ ATC/LGMA  
 Maj Delyie Wallman, HQ PACAF/LGMM  
 Maj Jack Ward, HQ SAC/LGMO  
 Maj Jack Warner, HQ TAC/LGM  
 Col Dick Watson, 41 RMRW/LG, McCLELLAN  
 LTC Donald Wells, 318 FIS/LGM, MCCORD  
 Maj Charles Westfall, 52 EMS/CC, SPANGDAHLEN  
 LTC Neil White, DIR/AMND OPS, HCALST  
 Maj Dennis Wightman, 89 FMS/CC, ANDREW  
 LTC Robin Wohnsigl, 4450TACGP/MA, NELLIS  
 Maj Al Wood, 4 EMS, SEYNOUR JOHNSON  
 Maj Lynn Woolard, HQ SAC/LGMSB  
 Maj Walter Worley, HQ USAF/LEY  
 LTC Jey Younger, 6515 OMS/CC, EDWARDS

PERSONNEL

**SPECIAL ASSIGNMENT CONSIDERATION**

**By Capt Paul Ramm**

**HQ AFMPC/MPCRPWI**

At any given point in one's career, the need may arise to seek special assignment consideration based on a serious family problem. The following programs have been condensed for information purposes. Those who may require further guidance may refer to AFRs 36-20/39-11, Chapter 5, or seek counseling from the CBPO Customer Service Unit.

HUMANITARIAN REASSIGNMENT AND DEFERMENT PROGRAM provides a one-time action to solve a short-term family problem. Criteria considered for approval are: (1) presence of the Air Force member is essential to alleviate the problem; (2) problem can be resolved within reasonable time (12 to 18 months); (3) problem must be more severe than normally encountered by other Air Force members with similar problem; and (4) vacancy must exist at new duty station if involving PCS.

CHILDREN HAVE A POTENTIAL (CHAP) PROGRAM gives special assignment consideration to Air Force personnel who have handicapped children. Initial reassignment or deferment establishes treatment program; subsequent assignments ensure suitable medical/special educational facilities are available to treat the child. If an Air Force member is selected for long tour location where facilities do not exist and dependent overseas travel has been denied, the individual may apply for a short tour to avoid disrupting the CHAP program and minimize family separation.

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**PALACE LOG MAINTENANCE TEAM**

**By Maj Greg Stanley**

**HQ AFMPC**

Our team is lead by LTC-select Carl D. Portz. Denny came to the team from AFSC in January 1981. Denny's expertise is mainly in the TAF munitions area; however, he is dual-qualified. Denny takes on the hard to

handle questions, projects, and requisitions.

I arrived in May 1980 from the AFLC IG team. My background is aircraft maintenance in AFLC, MAC, and TAC. I work field grade assignments, AFIT, and the staff officer course.

Capt Joe McKethan arrived in June 1980. He came to the team from Upper Heyford, England. His background is aircraft maintenance, although he has completed the munitions staff course. His experience comes from ATC, PACAF, and USAFE. Joe works field grade assignments, ROTC, and the rated supplement.

Capt Rick Kind arrived in July 1981 from AWACS at Tinker. Rick's expertise is in aircraft maintenance. His experience was gained in SAC, ASTRA/IG, PACAF, and TAC. Rick works company grade assignments in SAC, AFLC, MAC, and USAFE. He has responsibility for the cross-over courses and the AFLC Career Broadening Program.

Capt Ricco Longo arrived in April 1980 from Luke. Ricco is dual-qualified with prior service in munitions. Ricco's experience has been gained from SAC, USAFE, PACAF, and TAC. Ricco works company grade officers in TAC, Systems, PACAF, and AFTEC. Ricco is responsible for ASTRA and EDD officers.

As your resource managers, we are here to meet Air Force requirements, provide career progress, and meet your individual needs, in that order. Make sure your AF Form 90 is current and that you keep in contact with us. We can be reached at HQ AFMPC/MPCROSIB, Randolph AFB, Texas 78150, AUTOVON 487-3556/4553.

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