

THE EXCEPTIONAL RELEASE



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. 49

FALL 1992

Letter From The President

11 December 1992

Dear MOA Member,

As promised in the Summer 1992 *Exceptional Release*, I'm pleased to announce that plans for the Seventh Annual Maintenance Officer Association Convention have been finalized. The Convention will be held at the Ramada Renaissance Hotel in Arlington, Virginia, from February 11-13, 1993. I hope you'll mark your calendar and plan to attend what should prove to be an enlightening and enjoyable time.

It's been an extremely busy year for MOA and the Air Force. The many issues we face — such as career broadening, two level maintenance, and the force draw down — continue to grow in importance and point to an even more important role for MOA in the years ahead. The organization will need your continued, strong support to insure that it best represents your interests and strengthens Air Force combat capabilities.

The slate of speakers we have scheduled is designed to present you with a clear picture of the issues facing today's Air Force. While schedules can change, particularly in light of the upcoming change in administration, General Michael P.C. Carns, the Air Force Vice Chief of Staff, has tentatively accepted our invitation to be the guest speaker at our luncheon. While we're still working this, I think you'll like the speaker for the Saturday night banquet as well.

We're making arrangements for up to eighteen private sector contractors to present their displays and brief us on the latest technologies. We expect other private sector partners to provide brochures detailing their respective company's services. There will be ample time allotted for members to meet and talk to these producers and suppliers who actively contribute to our defense capability.

We're also setting aside time for you to enjoy the area and the City of Washington. As the convention will take place over the Valentine's and President's Day weekend, I encourage you to bring your spouse/guest so they may participate in convention activities and make this a special weekend to remember. We look forward to a great convention and hope you will join us.

Mark B. Roddy, Colonel, USAF
President

MOA CONVENTION RESERVATION FORM

Please complete and return if you are planning on attending.

1. NAME (and rank, if applicable):

2. ADDRESS:

3. DAY TIME PHONE (DSN if available): _____ (Voice)

_____ (Fax)

4. OTHER FAMILY MEMBERS/GUESTS WHO WILL BE ATTENDING WITH YOU:

5. ARE YOU PLANNING ON STAYING AT THE RAMADA? If so, please indicate projected arrival and departure information. (Please remember to make your reservations through the hotel.)

YES ___ NO ___

Projected Arrival Time/Date _____
Projected Departure Time/Date _____

6. FEE PLAN AND MENU OPTIONS: Please indicate your selection of food packages by placing the number of people in the blank next to the appropriate category. For example, if you want to order the entire package for yourself and you are planning on your spouse attending only the banquet, write "1" in the blank by Plan 1 and "1" in the blank by Plan 3. Also indicate your menu selection for the banquet.

_____ Plan 1 - \$ 85 per person. Full conference participation, copy of handouts and gratuities, MOA membership for calendar year 1993, continental breakfast on Friday, luncheon on Friday, cocktail reception (heavy Hors D'Oeuvres) on Friday evening, banquet on Saturday evening. Please indicate Saturday Banquet food selections:

Prime Rib of Beef _____ Grilled Fillet of Salmon _____

_____ Plan 2 - \$ 75 per person. Full conference participation, copy of handouts and gratuities, MOA membership for calendar year 1993, luncheon on Friday, cocktail reception (heavy Hors D'Oeuvres) on Friday evening, banquet on Saturday evening banquet. Please indicate Saturday Banquet food selections:

Prime Rib of Beef _____ Grilled Fillet of Salmon _____

_____ Plan 3 - \$ 36 per person. Saturday evening banquet only. Please indicate menu choice.

Prime Rib of Beef _____ Grilled Fillet of Salmon _____

_____ Plan 4 - \$ 55 per person. Luncheon on Friday and Saturday Evening banquet. Please indicate Saturday Banquet food selections:

Prime Rib of Beef _____ Grilled Fillet of Salmon _____

7. PAYMENT: Please include your check payable to the MOA for the appropriate amount and return by Jan 15, 1993 to:

Maintenance Officer's Association
6729 Curran Street
McLean, VA 22101

(Remember, fees do not include lodging costs. Please make your room reservations directly through the Ramada or other hotel. Payment of hotel bills is the individual's responsibility.)

CONVENTION INFORMATION

Date, Time, Place: Early registration begins on Wednesday evening, February 10. The convention itself begins with a General Membership Meeting at 1300 on February 11. The final event is the Banquet on Saturday evening, February 13. All events are at the Ramada Renaissance Hotel, 950 N Stafford St, Arlington VA 22203.

Convention Registration: A convention registration form is enclosed with this package. The fees collected under the various registration plans covers convention costs, food, and MOA membership as indicated. Remember to include your payment with the registration form and to return it by 15 Jan 93. If you need to cancel, please let us know as soon as possible, but not later than Jan 31. After that time, we cannot guarantee anything on the refund although we will do our best.

Accommodations: For those wishing to stay at the Ramada, you can make your reservations by calling or writing the hotel directly at (703) 528-6000 (Voice) or (703) 528-4386 (Fax). Please identify yourself as part of the MOA Convention to get the special rate. We have negotiated a special convention rate of \$82 plus tax per night with the hotel. However, as was the case last year, MOA will "buy down" the room rate to \$75 per night (although you will be taxed at the \$82 rate). The number of rooms at this rate is limited, so make your reservations early. Rooms are furnished with either one king size or two double beds. Suites are also available through the hotel. If you plan on arriving after 6.00 p.m., you must guarantee your room with a credit card. Free parking is available for registered guests and \$4.00 per day for all others in the Ramada's underground garage.

Transportation: The hotel does not run an airport courtesy shuttle. The Washington DC Metro system provides subway service for Washington-National Airport to the hotel. Take the Blue line toward Addison Road, getting off at the Rosslyn station (4 stops). Change to the Orange line in the Vienna direction. Get off at the Ballston station (4 Stops). The hotel is directly over the Metro stop. From the Washington-Dulles Airport bus service is available to Washington-National Airport. Taxi service is available from both airports.

Exhibits: As part of the convention activities, we have solicited the participation of major commercial corporations who will display their products in the exhibit area throughout the convention. A reception will be held Friday night, 6:00 to 8:00 p.m., to meet our corporate sponsors.

Other Activities: For those bringing spouses/family with you, the hotel offers a lot to do, including gift shops, an indoor pool, sauna, and an athletic club. Shopping is available within walking distance. Information on sightseeing and formal tours is available from the hotel or from convention staff.

Attire: For the Friday meeting sessions and luncheon, the appropriate dress is Service Dress uniform or business wear. Attire for the Friday evening reception and the Saturday banquet is business suit for the men, and cocktail/evening dress for the ladies. Overall, dress in D.C. tends to be a little more "formal" than in many other parts of the country, especially in the nicer hotels such as the Ramada.

Key Personnel: If you have any questions, please feel free to contact any of the following individuals.

<u>Position</u>	<u>Name</u>	<u>Office</u>	<u>DSN</u>	<u>Commercial</u>	<u>FAX</u>
Chairman	Lt Col Scott Gordon	AF/LGXX	225-6812	(703)695-6812	(703)697-9223
Industry Sponsors	Lt Col Chuck Mussari	AF/LGMY	225-0311	(703)697-0311	(703)614-1393
Agenda	Lt Col Art Morrill	AF/LGMM	227-3523	(703)697-3523	(703)695-9811

TENTATIVE CONVENTION AGENDA

11 February 1993 (Thursday):

1300 - 1630: General Membership Meeting

1700: Informal, No-Host Social in Ramada Lounge

12 February 1993 (Friday):

0800 - 1015: Washington Update

1030 - 1130: AFMPC Update

1130 - 1200: Acquisition Training and You

1200 - 1330: Luncheon (Turkey Croissant and Soup)

1330 - 1430: Open Session with AF/LGS (Maj Gen Nowak)
and AF/LGM (Brig Gen Douglass)

1430 - 1445: Break

1445 - 1700: Panel Discussion: Life After the Air Force
(Chairman: Brig Gen Barrett, USAF (Ret))

1700 - 1830: Unscheduled Free Time

1830 - 2100: Cocktail Reception

13 February 1993 (Saturday):

1800 - 1900: Cocktails

1900: MOA Banquet

Letter to the Editor

Dear Editor,

Am I missing something out here in the field? Our career field has gone through some drastic changes recently and what do I see in the last edition of *ER* but 6 pages of a speech by Senator Nunn. While the current political scene may have him as the future Secretary of Defense, I don't think clairvoyance was a factor in his inclusion in the last *ER*. Are articles for inclusion in the *ER* that hard to come by? As the Chairman of the Senate Armed Services Committee, maybe the field level MO (where I hope the bulk of MOs are doing their job) should pay more attention to his views. The point is, I perceive his rhetoric as having little immediate impact on us in the field. What of:

- The drawdown — did VSI/SSB impact our career field? What's the future look like?
- What's career progression for an MO in today's reorganized structure?
- Are banked pilots filling MO shortages?
- What's the latest in joint PME?
- Is the electronic assignment bulletin board working out or is the unofficial title "False Hope" instead of "Daedalus" more appropriate? Are "ALL" jobs being advertised?
- What's the latest TQM initiative and have there been any lessons learned?
- How are the MAJCOMs different in their reorganized structures?
- What should we really be concerned within the field on the depot level repair (DLR) initiative — the float, LRU/SRU exchange price, carcass price, etc.?
- What are different MOs looking at as management indicators for the DLR system?
- What is the latest guidance the Air Force Acquisition Professional Development Council has come out with for membership to the Acquisition Corps?
 - For MOs that want to or have qualified in this area, how many field tours, SPM/SPO tours, should an MO have and what's their timing?
 - How do assignments in Foreign Military Sales, at the Air Force Logistics Management Agency (formerly Center), or as a PEM at the Pentagon for a minor program fit in the acquisition corps for experience?

The list goes on and are but a few of the questions tossed around here at Misawa.

I'm not belittling whoever it was that thought to include Senator Nunn's speech but I believe articles addressing these issues and others, such as Capt Hotovec's opinion on the new RSD system in the summer *ER* issue, seems to be more in line with what should be in the *ER*. These areas and others are what should be addressed at the MOA Convention.

I again suggest that the MOA officers assigned to the Pentagon have the best "big picture" of our career field and insight into the issues affecting us and propose you provide one or two articles per *ER*! Our new LG here at Misawa AB, Colonel R. Nipper, fresh out of a Pentagon tour as the AF/LG's executive officer, has provided some of that to those of us here. You need to provide that same insight to everyone via the *ER*.

— John A. Medlin, Major, USAF
Misawa Air Base, Japan

The above letter has some important points I'd like to address. I agree we need to see articles on the topics listed. As you may recall, we touched on a number of these in recent *ER* issues. For example, we included a transcript of Gen Hammond's message to the MAJCOM LGs on Logistics Officer career progression, as well as some thoughts on the new RSD. I think it would be a great idea to get updated information on the topics listed in the letter, but to be candid, the best perspective for many, if not all of these topics, comes from places like the MAJCOMs and AFMPC.

This raises a key point: to address issues like this, we need member input, as you are the bread and butter of MOA. Believe it or not, we may have the "big picture" here in the Pentagon, but it is often so broad it overflows the screen! Also, it is currently moving at such a rapid rate of change that much of the information would be out of date by the time it reached your mailboxes. That's not a cop-out, it's a fact.

Having said that, we plan to cover a number of these topics at our convention. I promise to try and push very hard for member input from the appropriate sources to keep MOA members up to speed on what's going on in career advancement, PME, career broadening, etc. But we all need to work on one other thing, however, as we strive to "get the word out." It would be easy for "information" on these topics to turn into "discussions" on their relative merit. This COULD lead to the *ER* and MOA becoming nothing but an organized gripe session. I quit MOA many years ago because of my perception that it had turned into just that. I only rejoined in the last couple of years because of the hard work of many fine members who brought MOA back up to exceptional standards of professionalism. Let's keep it there by discussion candidly but unemotionally the many issues facing us as professional officers.

— Col Mark Roddy

**Plan to Attend
MOA's Annual Convention
February 11-13, 1993
at the
Ramada Renaissance Hotel
in Arlington, Virginia**

See you there!

QUICK TURNS

by Jim Marstall, Lt Col (Ret)

A recurring column dedicated to helping maintenance officers prepare for the separation from active duty by sharing the experiences and lessons learned of those that have already made the transition to a second career or inactive status.

Articles for this column are solicited from all retired MOA members. Please call Jim Marstall at 703-271-1603 or mail a submission to him at: 6213 Capella Ave. Burke, VA 22015.

Send us your lessons learned!



Editor's Note: Ross Schmoll's article in Issue # 44 generated a number of phone calls and the following letter from Jerry Sutherland of Raytheon Corporation. Jerry's letter approaches the career transition challenges from the point of view of someone working for an item producer. He offers his lessons learned with the hope that someone might find them useful. Jerry was a Munitions Officer, a Safety Officer and a Maintenance Officer at four overseas locations, and stateside in New Mexico, Washington D.C., Florida, and New York. He commanded an OMS at Plattsburgh AFB, NY. He volunteered his telephone # in case someone wants to follow-up with a question. Thanks Jerry!



Dear Fellow MOAers,

After re-reading the Summer 1991 Exceptional Release and the QUICK TURNS section, I decided to provide some lessons-learned from my career transition/retired experiences. I hope it helps someone. Specifically, I feel compelled to comment on Col (Ret) Ross Schmoll's letter, as I see a couple of things somewhat differently.

Having retired in 1985 and gone to work for a DC defense contractor (most don't think of themselves as "Beltway Bandits!"), I have by now read several thousand resumes and conducted many interviews.

RESUMES You need two types. I would agree with Ross Schmoll that if the resume is for a non-defense type industry/agency, you probably

need to demilitarize it. I would disagree, however, for resumes you plan to provide a defense contractor. The people reading your resume will likely be retired military and will understand what you are trying to say and probably the significance of what you accomplished. You may actually confuse them if you try to demilitarize your resume. I would, however, spell-out all uncommon acronyms.

I would provide a word of caution on resume length and style. As Ross indicated, two pages max (no matter how successful you were!), chronologically oriented and starting with you most current job. Avoid the "Stan Hyman" inflated facts. Credibility is very important! Emphasize technical skills if you have them (hard science or engineering) and/or if you were a career Loggie, your hands-on experience with CALS/ILSP/ISM etc., and/or your specific role in conducting DT&E/OT&E. Most resumes do not include references. If a company wants them, they will ask. Also, the rank of the endorser carries almost no weight in the defense world as you will be working side by side with retired flag rank officers. I am more interested in talking to people you **worked with**, rather than worked for. **NEVER, NEVER, NEVER** use a reference that doesn't know you extremely well and will give you a solid recommendation! (Ed. *And with whom you have personally discussed what skills and capabilities you want him or her to highlight*)

Some other important pieces of information to include are your DoD (and DoE if you have such) security clearances as well as the professional organization you belong to (*and are active in*) such as: MOA/AFA/TROA/SOLE/ASIS/ITEA etc. If you haven't joined, **do so now! Get active now!**

INTERVIEWS Most are done primarily when a company needs to fill an open position. This is an important distinction, as companies may want your resume for a proposal they are submitting for future work (which may provide you a job in 6 months to a year), but don't normally interview unless they have a current opening.

NETWORKING It is a total waste of time and money to send out "cold" resumes seeking a job. Yes, you should respond to "HELP WANTED" ads in newspapers, as most reputable companies will advertise for help. However, Ross Schmoll and Jim Marstall (FALL 1990 ER) are right on: Networking will most likely get you a job. Particularly, if you are looking for a job in the Defense Contractor world.

Unlike Ross, I never had to swallow my pride or humble myself in seeking help in finding a job. While some may not have appreciated what I had done while on active duty, most could see how they could use my talents and experiences in their company, and that's the BOTTOM LINE! Today, I have no problem seeking help and information from people I worked with and for or who worked for me. I think it is very important that your new boss see right away that you are proud of your USAF career.

I believe a tougher problem to deal with is "How much am I worth to this new company?" Recognizing that you have over 20 years experience, years of military related training/schooling, an academic degree or two, combat experience, remote experience, foreign experience, and years of doing one of the toughest, and often most unrecognized/unappreciated jobs in the Service, you are worth a lot to the USAF. The salary you currently make is probably far less than what you're worth. But, to your new employer, you are a FNG, who knows nothing about the company, minimally about what you will be required to do, you may or may not be able to help the company marketing activity with new business, and it may have been years since you used your technical skill or academic training. My point is: don't expect a salary equal to or higher than what you are currently getting. You need to understand that you are starting over, and you have to prove yourself all over again. Most companies don't hire Vice Presidents (except for very senior flag ranks), they make VPs internally.

O.K. "What salary do I ask for?" This is where your network can again be of tremendous help. Your friends and associates who are currently in the civilian world can suggest an appropriate salary. You will need to have a number in mind as an offer will not be made unless it is understood that some reasonable amount can be negotiated. You also need to know what is a reasonable benefits package that comes with the job. Most major companies spend big bucks on their benefits program. Again talk to your network.

Time precludes me from going on, but suffice it to say, as Ross indicated, your network is one person bigger now and it only works if you use it,

Jerry Sutherlen
Raytheon
703-271-5851

P.S. A QUICK TEST! If you don't know these civilian acronyms before you go for an interview: **you fail!**

RFP,CBD,SOL,RFQ,SIC,A&E,SESI,CPFF,CPAF,
SBSA,8A,T&M,FFP,COTR,CTM,BAFO.

Answers below.

Editor's Note: As Jerry points out, companies spend big bucks on their benefits programs. They structure them to be competitive for recruiting good people, while also being cost-effective as a business expense. For me, what to consider when negotiating a benefits package; how to perform a tradeoff analysis of one benefit versus another or one company's package versus another, is by far the most complicated aspect of evaluating positions.

For example, when I went PCS, I simply scheduled a move date and a big truck showed up and hauled my household goods away. I kept track of my personal move costs, but I never really knew, or cared, how much the moving van + storage cost! You must care now. A large portion of the moving costs, paid to you by the company must be reported as taxable income by you! Maybe it might be better for you to pay the moving costs (they can be deductible) and instead take a comparable sign-on bonus with payments spread over three years.

The alternatives are unlimited. Is there some old maintenance guy or gal who is working in the corporate benefits development arena or in Human Resources that could help put these issues in perspective? An article for this column helping us all understand the ins and outs of benefits analysis would be a truly valuable contribution. Please let us hear from you.

Request For Proposal, Commerce Business Daily, Solicitation Letter, Request For Quotation, Standard Industrial Classification, Architecture & Engineering (Firms), System Engineering Support Integration, Cost Plus Fixed Fee, Cost Plus Award Fee, Small Business Set Aside, Small and Disadvantaged Business, Time & Materials, Firm Fixed Price, Contracting Officer's Technical Representative, Contract Technical Monitor. Best And Final Offer

Circuit Board Repair

by Capt William P. Quinones, USAF

Project Manager, Air Force Logistics Management Agency,
Maxwell AFB-Gunter Annex, AL

Facing budget cuts, organizational downsizing, and two levels of maintenance, many Air Force bases are taking advantage of initiatives to repair aircraft parts within their capability. They do this by increasing their self-sufficiency to reduce aircraft parts repair.

The Air Force Logistics Management Agency conducted a study of Circuit Board Repair in the Summer of 1992. The study looked at the use of the Huntron 5100 DS, "Tracker," manufactured by Huntron Instruments. This equipment uses the simple methodology of comparing a known good circuit board with a suspected bad circuit board to find the failing component.

It finds faulty components without power being applied to the circuit under a static test. The system, which consists of an oscilloscope and pin-testing equipment connected to an IBM compatible PC controller, can actually be programmed to "learn" the characteristics of good circuit board components.

It may take up to one hour to learn a circuit board with 40 components; however, the actual comparison takes about five minutes. The tests can be accomplished using various low voltage settings. Technicians use this equipment and diagnostic data provided by automatic test equipment to locate and replace faulty board components.

Use of the Huntron Tracker, although relatively new for the Air Force is not new to the U.S. Navy. The Naval Sea Combat Systems Engineering Station, Norfolk, Virginia, established a program office for circuit board repair. Their program, the Module Test and Repair Facility (MTRF), ties current automatic test equipment and the Huntron Tracker together. MTRFs are responsible for saving the Navy several millions of dollars, cutting the could-not-duplicate rate by 10 percent and reducing the parts causing mission capability (MICAP) impacts by 25 percent.

The Huntron Tracker provides a means by which skilled technicians can screen shop replaceable units for potential board failures. This equipment can verify and more accurately pinpoint faults found by ATE. It works independently of the weapon system, allowing it to be useful beyond the scope of aircraft maintenance.

At Moody AFB, Georgia, the Huntron Tracker is used to augment an aggressive LRU troubleshooting effort. Technicians use this equipment and the diagnostic data provided by ATE to identify and replace faulty SRUs on various LRUs. The LRUs are retested after the SRUs were repaired to verify the repair, and the LRU is returned back to service. This saves Moody several thousands of dollars without impact on mission capability.

Circuit board repair does require specialization training. Technicians performing this repair should receive certification by attending 180 hours of training in microminiature and high reliability soldering and multi-layer circuit board repair. The training is offered through the Ogden Air Logistics Center, Hill AFB, Utah, and the Warner Robins Air Logistics Center, Robins AFB, Georgia.

Portable test equipment, such as the Huntron Tracker can help the technician support the units' need to become more self-sufficient. They can provide quality maintenance with reduced resources. The equipment will help reduce the strain on the extended logistic parts pipelines of two levels of maintenance in wartime. It will also help reduce the cost of transporting LRUs to their depot for repair.

Don't Limit Your Horizons

by Major Frank Alfter
HQ USAF/PES

What's the best job you ever had? Some say it's one you just left. Others say it's the one you have right now. Well, there's a lot to be said for both theories, because no matter what you think is the best, they all add up to a great career in maintenance if you don't limit yourself by channeling your assignments.

Nobody sees that more clearly than I, after a few years and many assignments. I am a dyed-in-the-wool flightline maintenance officer and there's nothing I like better than pounding that concrete, being close to the heart of aviation. I was born next to a flightline, raised around aircraft, and love everything about aircraft and especially the people who work on them. That's why I have always had the urge to do nothing but work on the flightline. But, that would not make me a very useful player in our business.

No, it takes more than a dedicated, T.O. thumping, sweatin'-in-BDUs leader to make a good maintenance officer. You cannot possibly know very much about the maintenance business, much less be valuable to your bosses and your people, if all you ever do is live on the flightline. There is so much more to this demanding business of aircraft maintenance, and you need to get some exposure, a peek at what else makes maintenance go.

You get the exposure by first being all you can be on the flightline and then taking part in managing your own destiny by asking for a job in the bomb dump (Oh yes, there are far too many naysayers on this one), maintenance-branch flight, propulsion, avionics (before it disappears), and even the LG staff. When it's time to PCS, think about depot maintenance or MAJCOM staff, but then plan for your subsequent move back to the heart of our business — where the rubber meets the ramp. If you judiciously juggle jobs so that you get as much varied exposure as possible, always applying that exposure to your immediate job, you will find there aren't many officers who can match your skill and dexterity in handling virtually any crisis in maintenance.

How many times have you, in a particular maintenance situation, wished you knew more about how to get parts you needed, or wished you'd known that airline and your flying schedule better? It's truly a complex business, this love of ours, and we should all be seeking every ounce of knowledge every minute of every day to stay on top. The best maintenance officers are hungry officers, proud officers, and have had a breadth of experience that will carry them through the worst of times. A good maintenance officer has people who want to, and do, get the mission done because that officer helped them with his knowledge and experience, as well as his leadership skills.

So, what's the best job you ever had? If you're like me, it's the one you have right now, because your people will need the experience you are gaining. Get all you can from every job you're given and pass it along. Keep 'em flying!

Observations From My Turkey TDY

By Joseph C. Hotovec, Capt, USAF
81 CRS Maintenance Supervisor

My recent trip to Turkey provided me with my first experience to see other countries' Air Forces at work. My following comments are not criticisms of them, just highlighting the differences between us and them.

The most striking difference is the emphasis on safety and appearance. Items such as movement and parking of aircraft, number of people doing a job and the appearances of people and equipment; the first area of difference is:

■ **Towing Fighter Aircraft.** We have a minimum tow team requirement of three people (supervisor, tug driver and brake rider). When working in tight areas or backing into such things as hardened aircraft shelter (HAS), the team size will increase to five or six people. Down there, I routinely saw "them" use two people tow teams (a tug driver and one in the aircraft).

NOTE: I did not say brake rider, as we use. This team would go anywhere — cut between parked aircraft, backing into a HAS. What made this truly special was watching them backing an aircraft into a HAS. The guy in the aircraft would stand up on the seat to watch the wing tips and tail. This was done even with only a few feet of clearance on each wing tip. To their credit, I never heard or saw an aircraft damaged. Call me cautious. But it's not the way I would want to do business. The other thing I saw was: aircraft parking. They seemed to work by just one rule; don't rub the paint off. Our rules require the same thing and at least 10 feet of clearance between us and the next solid object.

Time and time again, I saw aircraft parked, taxied or towed between other aircraft with very little room for error. Again to their credit I never saw a mangled wing tip (or even the smell of burnt paint).

■ **Team Size.** As you have read, they do the same tasks with fewer people. The one job I did see that looked like a smoking hole (serious accident) waiting to happen was missile movement. Their missile looked similar to our Aim 9 — I'd guess the weight at about 150 pounds. I'm not sure if this was a live or training missile, in any case this guy was going his best John Wayne imitation. He had it up on one shoulder moving it from point A to point B. I didn't stand around to see what happened next, I made tracks back to my work area and felt secure when I saw three — yes, count 'em, three — of our munitions people handling one Aim 9.

The other major differences I saw were the appearance of people and of equipment. Neither were up to Air Force standards. Again, I feel the need to stress they were there doing the mission asked of them.

■ **Appearance of people.** It varied, even within the same roving group. Being TDY, people have a tendency to be out and about on base, in uniform, and in groups. Within this group, some wore hats, others had none in sight. Those wearing jackets had no standardization: some were open and flapping in the breeze; others were zipped up tight. In short, the appearance was not the same. This made me wonder if they have rules similar to our AFR 35-10 or were they working by their own "TDY rules." It is amazing how appearance, those little things addressed by AFR 35-10 items, affect your impression of people and their abilities.

■ **Appearance of Equipment.** Here again appearance affects the way you think of them. Turkey had limited washrack facilities for both vehicles and aircraft. I'm sad to say even my equipment was not as clean or up to our Home Base standards. However, we did wipe the aircraft high use/dirty areas down — struts, drains, cowls, ladders, etc. This kept the dirt and grease build-up to a minimum. We even did some limited paint touch up. Some of the other countries' aircraft had not seen a washrack or paint barn in a very long time. Their aircraft had large areas where the paint had worn or peeled off. Dirty hand prints, fluids, and grease streaked and stained various parts of the aircraft. Again the aircraft seemed to fly well, they just did not look pretty.

We ask a lot of people, send them to far away places, work long hours and give them tents to sleep in. In turn, we watch out for our people by making the job as safe as possible and maintaining high standards of appearance for both people and equipment. In short, this makes us look like the professionals we are and I am proud to serve with such people.

Assignment: Air Command and Staff College

by Major Barb Kucharczyk, ACSC Staff

So, you've seen the "want ads" for jobs on the Air Command and Staff College (ACSC) faculty. Done snickering yet? Poke your pal in the ribs and snort over the idea of working at "Air Command and Golf"? What a way to tube a career, right? NOT!! Here's a maintainer's perspective, after two years "on staff."

Why would anyone in their right mind want to serve on the ACSC faculty? Several reasons, depending on your personal motivations. For those of you with altruistic motivations, working on the ACSC staff offers the opportunity to influence some 1,000+ (after a two-year tour) young USAF, USA, USN, and USMC majors and their civilian equivalents, not to mention some 200 international officers. You decide who speaks to them, what subjects they study, what materials they read, and what methods are used to address the issues you choose. Since you orchestrate all that, you get to rub elbows with a number of "high rollers." If you're into name dropping, or network building, this is the place to get started or expand your network. Examples: General Mike Loh, MG (ret), Perry Smith, Newt Gingrich (R-GA), General (ret) Al Hansen, Col Dave Eberly (senior POW in Desert Storm), Gen (ret) John Chain, and numerous others from around the Air Force and the DOD — how's that for starters?

If you're into the "what's in it for me" mode, then consider the following. You still get the networking bennies noted above. Although you're competing with "the cream of the crop" majors, the promotion rate for ACSC staff, for the past three lieutenant colonel boards, was 20-25 percent higher than the Air Force average (i.e., 90+ percent). Why? First, those hired are hired because their careers are first class. Second (here's the critical message) promotion boards now view faculty duty as excellent staff-level experience and as a career enhancer.

What else? **Assignments.** As a faculty member, you have two colonels and a lieutenant colonel hand massaging your next job. Here's a sample of some of the latest PCS moves off the faculty military assistant to an assistant deputy secretary, ops squadron commander, joint/air staff officer, other squadron commanders, directors/unit chiefs, attache, special duty.

More? **Travel opportunities.** A number of us got to visit our counterpart schools in the UK, Russia, Argentina, Venezuela, and Canada. Some of us attended conferences and went to subject specific schools (short courses). Some of us teach the ACSC seminars world wide. Some of us met with our sister service school counterparts for an info exchange. Certainly not your run-of-the-mill TDYs. **School.** If you want an advanced degree, here's the place to get it. You have the time to attend the classes and a variety of schools to choose from. **Hours.** Your schedule revolves around the students. Typically, 0730-1630 holidays are per the student schedule, leave policy is generous, and the don't-sit-here-just-to-keep-your-chair-warm" rule applies.

What about "Mungomry" as a place to live and work? Talk to your pals about being here. On the positive side, the town is big enough to offer "big city" things to do, but not so big you get lost or spend all day fighting cross-town traffic. The Shakespeare Festival offers Broadway shows and plays, the coliseum and civic

center offer concerts, rodeos, circus, etc. You're about three hours from Ft. Walton Beach, two and one-half from Atlanta, six from New Orleans, 90 minutes from Birmingham (which has a Galleria Shopping Mall), and five to six from Nashville. The Base ITT office has tickets for everything from pro ball games to shows in Atlanta (Phantom of the Opera, for example) to get-away weekends on the Florida coast. Grade schools are another discussion. Alabama's are generally weak, but it depends on where you live, off-base or on, or which neighboring town, or where in Montgomery. The weather is mild, not too cold in the winter and HOT in the summer. If you're thin-blooded, you'll like it. If you're a skier, it's 5-6 hours to the mountains of Tenn or NC. Enough travel guide, that's not usually the driver.

My point is, if you're looking for a change of pace that's likely to enhance your career, ACSC faculty duty is a viable option. Usually faculty is filled from the graduating class, but not always. Completion of the school, preferably by residence, is almost mandatory, but not absolutely.

Want a personal story. I came here as a student after sending my squadron (Equipment Maintenance Squadron at Shaw AFB, SC) off to Desert Storm. Stayed on the faculty first in the EP Directorate (non-resident programs) and currently in the ED Directorate (resident programs). I've built and published lessons for both programs, and designed and taught electives in-house, went TDY to USAFE, Texas, Georgia, South Carolina, and Virginia (all my picks). I've met/worked with the high rollers mentioned above, plus a host of other folks from all services and government agencies, got picked up BTZ and selected for Air War College (AWC). I've been through the Air Force Quality Center T21 course (certified to teach a variety of a Quality courses) and am the Quality Advisor to our commandant. Is my career dead? Hardly. Had I not been selected for AWC, I'd probably be a country team chief at USCENCOM.

So, next time you see the "want ads" for ACSC faculty duty, give it thought. If you're coming here as a student, give it more thought. What folks need to do is forget the old paradigm — ACSC faculty duty is not a career ending move. It is a chance to study and learn, get to know your family again, and to make a difference to tomorrow's leaders.

New Members

Capt Michael P. Arceneaux, OIC Sortie Generation Branch, 12 F.S., Kadena AB

Lt Park D. Ashley, Asst OIC G8FS SMU, Moody AFB, GA

2LT David H Bouska, Asst OIC 70 FS, Moody AFB, GA

1LT Lee J. Bridges, 4953rd AMU Asst OIC, Wright-Patterson, OH

CAPT James Broome, AMMOC INSTRUCTOR, SHEPPARD AFB TX

CAPT John Bukowinski, Asst Maint Officer, 21 FS, Shaw AFB, SC

2LT Eugene K. Carter, OIC Specialist Flight 350 AREFS

Capt Ricky E. Carter, Chief Maintenance Training, Moody AFB

2LT Shannon M. Cooper, Flight OIC, Pope AFB, NC

Lt Col Wayne C. Edwards, Ftr Sqdn Commander, Moody AFB, GA

Capt Alberto Fuentes, Moody AFB

Capt Floyd A. Gwartney, Maintenance Research Officer, Wright-Patterson AFB

2Lt John R. Helm, Moody AFB, GA 347th CRS (OIC Avionics Flight)
 2LT Darby L. Hiller, 363 EMS Munitions Flight Assistant OIC, Shaw AFB
 Lt Col. Ellis M. Hines, Chief, C-17 ERILSA, Douglass Aircraft Co, LB, CA
 Capt David R. Hunt Jr, Propulsion Flight OIC Shaw AFB
 Capt Dee Jay Jackson, Project Manager, Gunter AFB, AL
 Capt Jim Katrenak, AMMOC Instructor, Sheppard AFB, TX
 Col Terry Kemp, Retired
 1LT Kathy A. Marlow, Mnt Office/Mnt Mngmnt Dvsn, Keflavik NAS,
 Iceland
 Captain Allison A. Marshall, 926 Fighter Group, Naval Air Station, New Orleans
 2LT Sandra K. McParlin, 512 AGS, Dover AFB, DE 19902
 2LT Randall S. Ortiz, Cmd FMB 180th FG CAMS/FMB Toledo Exp AP,
 Swanton OH
 Capt William S. Petti, Hickaw AFB, Hawaii Air National Guard
 Capt William K. Pringle, Maintenance Supervisor
 Capt Patrick J. Reymann, 57 FS/MAC, Keflavik NAS, Iceland
 Capt (Ret) Timothy F. Savaglio, General Electric Aircraft Engines, Cincinnati, OH
 Capt (Ret) Gary W. Sharpe, Retired
 Capt Joseph C. Sloan, OIC of Armament Systems Branch, Moody AFB
 Capt E. Robert Steen, OIC, Fabrication Flight, Holloman AFB, NM
 Capt Robert L. Swale, 4024 Director Logistics(2951 CLSS) McClellan AFB
 LT Christopher J. Urdzik, Combat Log Sup Sqdrn(CLSS) Maint Super,
 Robins AFB
 2LT Kent E. Wade, Munitions Maint Off(F-16) 184 TFG, McConrell AFB
 Major Deidre Jean Wright, 57FS/MA Chief of Maintenance, NAS
 Keflavik, Iceland
 General Ronald W. Yates, Commander, HQ Air Force Materiel Command
 WPAFB OH
 Capt Brian K. Zelins, Ammoc Instructor, Chanute AFB

LTC Christine M. Nelson, HQ AFLC/DPO, Wright Patterson AFB
 Capt Timothy A. Nesley, 384 AREFS Mx Super, McConnell AFB, KS
 LTC Thomas J. Owen, 649 CLSS/CC (FORMERLY 2952 CLSS) HILLAFB, UT
 Capt Michael J. Panicali, 91 AMU, OIC, RAF Woodbridge
 Lt Col. Polly A. Peyer, HQ ACC/ LGRC Langley AFB VA
 Capt Alfred G. Proulx, III, Robins AFB, Logistics Off Professional Devel Prog
 Major Scott Ratterree, Seymour Johnson AFB, NC 4th CRS Maintenance Superv
 Maj Eric Reffett, Chief, Cumbat Air Operations Planning, AU-CADRE
 Col Paul A. Reid, ICAF, Ft. McNair
 Col. Loren Reno, 396 TTG/CC, Sheppard AFB, TX
 Lt Col John L. Ruth, Commander 552d Logistic Support Sqd. Tinker AFB
 Capt Theodore (Ted) Ruybal, T-38 Deputy Program Manger, SA-ALC/LASA,
 Kelly AFB
 Maj Edward D. Schopperth, Retired
 Lt. Col. David G. Shaw, ASC/YPLD (F-16 SPO)
 Capt Keith C. Steele, HQ SAC/LGX, Offutt AFB
 Colonel Billy "Kit" Stewart, F-4 System Program Director
 Capt Darwin M. Swonsen, TinkerAFB, OK, OC/ALC Deputy Chief Production Eng
 1Lt Matt Venzke, Weapons Safety Officer, 48th FW, RAF Lakeheath
 Col (Sel) Jack D. Ward, 19 AREFW/MA, Robins AFB
 LTC Thomas R.E. Waters, 13AF/LGM Director
 Capt Raymond W. Weeth, Hanscom AFB, AWACS ICON Logistics Manager,
 New Eng
 Capt Wilson D. Yates, III, McDonnell Aircraft Co., St. Louis, MO
 Col Kenton R. Ziegler, Chief, Two-Level Maintenance, Pentagon

Members Who Have Moved

Capt Jeffrey S. Alexander, 55FS/DMG RAF Upper Herford
 Col Ronald L. Andrea, Commander, 401 Logistics Group, Aviano AB, Italy
 Capt Gregory M. Atchison, 366 MS/MAN, Mt Home AFB, ID OIC Munitions Flight
 Col (Ret.) Gary M. Austin, ARINC Research, Inc. Annapolis, MD
 B/Gen George T. Babbitt, LG, Ramstein, Germany
 Colonel Jeff Baldrige, 00-ALC/FM
 Col (Ret) Ford H. Barrett
 LTC Christine A. Begunich, HQ ACC/GWN Chief, Nuclear Weapons Division
 Capt Theodore Bobkowski, Logistics Career Broadening officer, Material Comm
 Capt Mildred E. Bonilla-Lucia, Nellis AFB, OIC Maintenance Branch
 Maj Steven P. Brunin, 32 FS/DOM Soesterberg APO AE 09719
 Maj Arthur B. Cameron, III, ACSC Student
 Capt John B. Connolly, Invountary Separation
 Col (Ret) Donald R. Edwards, Retired American Embassy Kuwait
 Col (RET) Gary D. Eppler, Retired
 Major Robert Ethridge, B-2 SPO ASC/ALM Wright-Patterson AFB, OH
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 LTC (Ret) David W. George, II, Retired
 Col (Ret) Luke J. Gill, Retired
 Col Rafael A. Goyco, Sicofaa Permanent Secretariat
 Col Brian D. Grady, 1 FW/LG Langley AFB, VA
 Col James C. Havard, 67 LOG GP CC (Announced-12AF/LG O/A) Bergstrom AFB
 Lt Col Byron K. Hinton, Commander, 375th Maintenance Sqd, Scott AFB
 Capt Susan E. Kelly, 55 OMS, Asst. MX Supervisor, Offutt AFB
 Capt Robert W. King, AM-ALC/DET 25 Peterson AFB, CO (DSP Engineer)
 LTC Mike Krotchie, 17th Special Opers Sq (SOS) Chf Mnt, Kadena AB Japan
 LTC James W. Laycock, Deputy Commander, 63rd Logistics Group
 Capt Donald R. Lents, HQ AMC/LGR, Resource Program Manager
 Capt Patrica V. Mack, WPAFB OH; Chief Maintenance Systems
 Capt Susan L. Martz, Wright-Patterson AFB, OH AFTT STUDENT
 Col (Sel) Roy N. McBrayer, 412 Test Wing/AMA
 Capt John M. Migyanko, III, 417 FS, Holloman AFB, NM
 LTC (Ret) Wm. A. "Sam" Miller, Retired
 Col (Ret) Ed Moitoza, Retired

Technical Training Flight Commander: A Challenging and Necessary Job

*by Maj Louis Russ, USAF
 Flight Commander, 362d Technical Training Squadron, Sheppard AFB, TX*

Every now and then I see a bumper sticker that compares three great water falls — Victoria Falls, Niagara Falls, and Wichita Falls. I can already hear some going — yeah. . . right. What has this sleepy city of 104,000 in North Texas got that is so appealing? Why do you want to come here? One of the important things about Wichita Falls, Texas, is that it is the home of the Sheppard Training Center. Sheppard has a 50 year history of providing top-notch maintainers for our Air Force. One of the best jobs at Sheppard, other than Center or Group Commander, is that of a Technical Training Flight Commander.

I'm presently stationed at Sheppard Training Center as a Flight Commander in the 362d Technical Training Squadron. This is a selectively manned position. I have responsibility for over 36 airplanes, 654 items of equipment (valued at over \$100 million), and 148,000 square feet of training area, including 2 aircraft hangars and 60 classrooms. I supervise over 110 people who develop, implement, and control the sole resident training program for over 3,600 U.S. and international (aircraft) crew chiefs per year. There are three other Flight Commanders in the squadron who are T40XX with duties and responsibilities as diverse as mine. With AMOC moving here from Chanute there will be additional maintenance officer slots. Our job here at the Training Center is to provide the best opportunity and greatest potential for establishing and determining the quality of young maintainers/maintenance officers that hit the flightline.

The CSAF has declared this the "year of training" and, with the increased emphasis on training, our jobs become even more important to the objective Air Force.

If the flightline is where the rubber meets the road, we here at Sheppard do a better job of making tires than Goodyear or Michelin. This is your opportunity to become one of the Flight Commanders. Contact your friendly Munitions and Maintenance Officer Assignment Personnel. For information, call either Major Gerry Thomas, DSN 736-2765 or Major Louis Russ, DSN 736-3250.

MOA STATS

Maintenance Officer Association
6729 Curran Street, McLean, VA 22101
703/442-8780

(MOA has been classified as a nonprofit organization by the Internal Revenue Service.)

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Help us out! If you know of any company that has job openings, runs seminars, publishes books, sells computer software, manufactures equipment, or does anything else of interest to maintenance officers, contact them for a possible ad. Or, if you prefer, tell our Business Manager, Dr. Armand B. Weiss, Associations International, 6729 Curran Street, McLean, VA 22101, telephone (703) 442-8780, and he will follow up.

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*If we have to typeset the ad. If the ad is "camera-ready" (requires no additional work), there is only the space charge.

A 10% discount is given for ads in four or more issues.

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Lost Notes

Lt Col (Sel) Frank Alfter

I just left Nellis after nearly 2 years as the 57th Sortie Generation Squadron commander. With over 750 people and nearly 100 airplanes of 4 different MDSs, the work was as challenging and rewarding as any in the Air Force. Top that off with the variety of day-to-day happenings at Nellis (Red Flags, Air Warrior, testing and evaluations, etc.) and you have a great assignment. Nellis is where it's happening in aircraft maintenance. My new assignment in AF/PES at the Pentagon looks to be quite an interesting challenge. Although I won't be pounding the flightline, experiencing the aromas of JP-4 and hydraulic fluid, I am now directly involved in the budget process that makes those things possible. I am seeing first hand the importance of articulating mission needs and supporting those needs through processes that are controlled by people who are not maintainers. I have much to learn about the AF budget and how to keep our Air Force strong in these lean times ahead.

Col Ron Andrea: Having turned over command of the 1st Logistic Group to former MOA president, Col Brian Grady, on 10 Sep 92; I flew to Aviano Air Base, Italy, and on 21 Sep 92 assumed command of the 401st Logistic Group. With all the mission changes dictated by shifting threats and Congressional mandate, there will be no shortage of challenges on Europe's southern region.

Col Jeff Baldrige: Ref your article on APDP — I'm the Program Management and Acquisition Logistics Functional Review Team Chairman for Ogden ALC. For us who came up in "using command" maintenance, the certification road is tough, read difficult to accumulate "Program Office" experience.

The corporate "we" are trying hard to break the old AFLC/AFSC barriers that limit using command experience.

If "user maintainers" want more on how to certify, I'd be glad to drop 'em a line with my resume. We're using resumes for military because OER/OPRs leave out a lot to be desired.

Bottom line: Don't wait; this could be your future and it's worth the time getting into the program if you can certify.

Donald R. Edwards: After seven years in Saudi Arabia, my wife Lori and I moved to Kuwait. I am still with McDonnell Douglas Corporation and my current position is Vice President, International Business Development (Kuwait).

Col (Ret) Gary D. Eppler: Retired 31 Aug 92, 26½ years, as Detachment 42/CC, SM-ALC, Norton AFB, CA. Currently plan on staying in the San Bernardino area specifically Redlands, CA. In business, Redlands Hockridge Florist as a co-owner with my wife Alice. Changed residence in August, (150 E. Hilton Ave., Redlands, CA 92373-6879). Selected for attendance to the 10 month Redlands Leadership school and currently attending prototype Citizen Awareness Police Academy in Redlands, CA.

Will apply to Northrop at Ontario & Norton AFB for a position in their aircraft modification/repair facilities or commercial aircraft servicing operations.

Robert Etheridge: 1. Promoted to Major on 1 September 1992; and 2. Assigned to Wright-Patterson AFB, Ohio, B-2 SPO, ASC/ALM as of 14 July 1992.

Byron K. Hinton: From: Commander, 374th Maintenance SQ, To: Commander, 375th Maintenance SQ. Effective 16 October 92. From: Major to Lieutenant Colonel. Effective 1 November 92.

Col Edwin C. Humphreys III: Some may be asking what a Regional Support Group is and what is an "old" DCM doing being the Commander. Unfortunately, the word's not quite got around yet in the logistics community about USAFE's newest mission. As our MOBs close and we downsize our forces, USAFE (with Air Staff's approval) created four Regional Support Groups in the objective wing structure (an additional group). Our job is to perform all the various tasks and planning associated with being able to return reinforcements to the theater (if needed) and/or throughout U.S. forces for regional contingencies (like Operations DESERT SHIELD/

DESERT STORM). The groups have all the various AF functional disciplines assigned (pilots, civil engineers, security police, logistics, services, medical, etc.). We're charged with (1) managing and maintaining pre-positioned logistics/medical War Reserve Materiel and (2) planning for the return of forces. Recurring exercises with U.S. forces each year keep us "hopping." Hopefully, I'll get an article for publication off to the MOA editor with more details. Call me for more information at DSN 238-2078, or Commercial 44-638-512078.

Capt Kenneth "Dee" Mills: After serving three months at Dhahran, Saudi Arabia as the maintenance supervisor for the 4404th Composite Wing, I returned to Tyndall AFB where I now work in the 325 Maintenance Squadron, as the maintenance supervisor. Keeping my fingers crossed for the 7 Dec Major's Board.

Lt Col Thomas J. "Tom" Owen: I'm not lost, my last update is just slightly out of date. I just received the Summer 92 issue and it had an update on me that was two years and two jobs old! I did take over as the 51 AGS Commander, OSan AB (PACAF), Republic of Korea, in Jul 90. I had a great time in the squadron, bringing the OA-10s into the 51 TFW and converting our Block 30 F-16s to Block 42 LANTIRN F-16s. The OA-10s and their superb flyers were a real pleasure to work with and the F-16 LANTIRN system is great. With our reorg in Feb 92, I became the 51 Maintenance Squadron Commander in the 51st Wing (note deletion of the "Fighter"). I left Korea in early Jul 92 and took over the 2952 Combat Logistics Support Squadron (CLSS) at Hill AFB UT. 1 Oct 92 we changed names and are now the 649 CLSS.

I do have a request to the chiefs of maintenance and squadron commanders in the operational flying commands. Please review the records (CBPO, training records, and PIFs) on your people who are applying for "special duty" in CLSS. IAW AFR 39-11, CLSS is a special duty assignment and individuals must apply via an AF Form 109. Our people average five or more months TDY each year, frequently to austere locations where they must deal with senior AF, other DOD, and FMS personnel on depot level maintenance and supply issues. This demands selection of only those personnel with high technical competence and the maturity (spell that: mentally prepared for long family separations and subsequent demands on family relationships as well as testing the financial and disciplinary responsibility of our personnel) to deal with these TDYs. In addition to our wartime ABDR mission, we perform peacetime crash damage repair, depot field team (DFT) work, as well as warehouse conversions, natural disaster cleanup, and base closure work. In any case please help "your" CLSSs and the assignment system by performing the first "quality check" before you sign off on the AF Form 109 indicating the individual is qualified for CLSS duty. Thanks!

Colonel Loren Reno: I moved from AF/LGMM and LGMY to 396 TTG/CC, Sheppard AFB, TX. There are great opportunities here for maintenance officers to be commanders — flight (Capt, Maj) and squadron (Lt Col). It is a great opportunity to influence a lot of people, further develop leadership skills, tackle large challenges, and train the folks who maintain the USAF fleet. Check the bulletin board regularly and volunteer.

Major Diane D. Swigert: Assigned: 9th Air Refueling Squadron (9th AREFS/MA), March AFB, CA (AMC), DSN 947-4385.

Raymond W. Weeth: After four years as a munitions/maintenance officer, I have been assigned to an acquisition job. I completed a masters degree in acquisition logistics at AFIT, and I am now serving as the AWACS ICON Logistics manager. It is a new and challenging experience, but the pace is much slower than the flightline.

MOA Nomination Form

If you would like to nominate someone to MOA, please fill in this form, and mail it to:
Maintenance Officer Association, 6729 Curran Street, McLean, VA 22101

Nominator Information:

Name and rank: _____

Address and Phone number: _____

Nominee Information:

Name and rank: _____

Address: _____

City, State, Zip: _____

Duty Title, Org., and Base: _____

MAJCOM: _____ Area: _____

Change of Address Form

Please let us know of any changes by filling out this form as completely as you can, and mail to:
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Name: _____

Change: Rank to: _____

Mailing Address to: _____

Duty assignment and position to: _____

MAJCOM to: _____ Area: _____

Date this is effective: _____

Important: Please fill in your phone number: _____