



# Bringing fuel to the fight



### On the cover

A KC-10 Extender refuels an E-3 Sentry Airborne Warning And Control System during a mission recently. Photo by Maj Tory Woodard.

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*Submit stories and photos to 380aew.pa@adab.afcent.af.mil. The SAND SCRIPT staff reserves the right to edit all submissions for content, policy and style.*



photo by SrA Levi Riendeau

### RMO retail

**Brig Gen Lawrence Wells, 380th Air Expeditionary Wing Commander, sells 380 AEW RMOs at the Thirsty Camel Monday.**

### Action Line

If you have a question or comment you would like to direct to the wing commander, send an e-mail with subject line “Commander’s Forum” to: [380aew.pa@adab.afcent.af.mil](mailto:380aew.pa@adab.afcent.af.mil). The commander will provide a response by e-mail for most issues; however, Public Affairs may consolidate duplicate questions and print the responses in a future issue of the Sand Script. Members are encouraged to work issues through their chain of command prior to using the forum.

### The Airman’s Creed

I am an American Airman.  
I am a Warrior.  
I have answered my Nation’s call.

I am an American Airman.  
My mission is to Fly, Fight, and Win.  
I am faithful to a Proud Heritage,  
A Tradition of Honor,  
And a Legacy of Valor.

I am an American Airman.  
Guardian of Freedom and Justice,  
My Nation’s Sword and Shield,  
Its Sentry and Avenger.  
I defend my Country with my Life.

I am an American Airman.  
Wingman, Leader, Warrior.  
I will never leave an Airman behind,  
I will never falter,  
And I will not fail.

# Perspective

## More than a force multiplier

by Lt Col Tim White  
908th Expeditionary Air Refueling Squadron

Since going through Air Force training, I’ve learned the value of the tanker and the exponential increase in capability one aircraft can have on the planet.

No, we don’t drop bombs, fire missiles, or shoot down other aircraft, but we do make all of that possible.

Back in the 90s, the KC-135 Stratotanker fleet was grounded for a flight control problem. Those few days saw the hasty deceleration of rapid global mobility and massive decrease in mission capability around the globe. The bombs, missiles, and bullets, as well as the planes that flew them were all in place, but they were unable to carry out their mission.

The early 70s saw the first change to the mission of the tanker fleet when Strategic Air Command released hundreds of KC-135s from the nuclear support role for operations in Vietnam. The aircraft had gone from taking off with a mated bomber and giving all its gas to the aircraft on a nuclear mission to one of holding over a position and having the fighters come up to them and get the gas they needed to take the fight to the enemy. The tankers were kept at a safe distance.

In 1990, the role of the tanker took on another metamorphosis. The combat aircraft had evolved and were in need of more than gas for their missions. They were fast and efficient. They needed gas to get in, get out, and get in again. Two or three times these combat aircraft would go back in country to wage war. Gone were the days of a single refueling to make it home; they were “tanking up” to go back in. And to make this happen, the tanker needed to move closer. The tankers moved to the edge of the enemies’ borders.

As we entered the new millennium, the tanker role adjusted to the demands of the battle plan. Our troops were on the ground and they needed top cover. A surgical strike, with near zero collateral damage, was the goal and the Air Force had gotten quite good at it. Persistence was the key to troop coverage. Our Army and Marine Corps comrades were protected as long as they had top cover from our men and women in blue. That catch – as long as they had top cover – would prove impossible to accommodate if our fighters had to leave to make a run for the border to get gas. This top cover, or close air support, was usually accomplished by two fighters flying in formation; each had the other’s back. The fighters were to stay together, fight together, and go get gas together; that left our troops vulnerable.

A new way of doing business began; the tankers were moved directly over the battle. Fighters had only to climb a few thousand feet, get their gas, and return. Reaction to the enemy was reduced to almost instantaneous. The tanker had become more than a force multiplier, it became a critical link of the kill chain.

Is it risky? You bet. Each and every mission, our tanker crews study the enemies’ positions and its strengths. These threats are calculated and accepted by hundreds of brave men and women who know their job ain’t sexy; and it’s sometimes overlooked. But when that fighter, bomber, or air lifter connects to the boom and says, “Whew, I’m glad to see you!” or when that fighter calls back to our unit and asks to speak to the crew that saved their [expletive], it’s all worth it, ‘cause we’re more than a multiplier!”

# Female U-2 pilots continue bringing ISR to commanders

by SrA Ross M. Tweten  
380th Air Expeditionary Wing Public Affairs

In its 50 years of flight, the U-2 Dragon Lady's controls have been occupied by only six women pilots.

Three of those six are currently in the Air Force, and two of those three are currently fighting in Operations Enduring and Iraqi Freedom with the 380th Air Expeditionary Wing's 99th Expeditionary Reconnaissance Squadron; the only U-2 squadron in the area of responsibility.

Maj Merryl Tengesdal and Capt Heather Fox, both U-2 pilots with the 99 ERS, home-stationed out of Beale Air Force Base, Calif., continue to add to women's and the U-2's history, and fight the Global War On Terror 70,000 feet in the air.

From these altitudes, Major Tengesdal and Captain Fox, along with their wingmen of the 99 ERS, provide other warfighters with intelligence, surveillance, and reconnaissance of the battle space.

Since its introduction in 1957, the U-2 and the men and women who support it have provided the United States and all its branches of military, with an unmatched upper hand on the enemy by providing high-altitude ISR to commanders.

"After we've completed a mission, and landed the aircraft, it's rewarding to know that we've helped the forces on the ground, and kept them safe," said Captain Fox. "Even after 50 years, the U-2 has a significant impact on the mission."

According to Lt Col Thomas Engle, 99 ERS Commander, the U-2 is an unforgiving aircraft which requires exceptional airmanship to fly, and is arguably the most difficult aircraft in the world to land. Pilots are carefully screened before being accepted for training, to include a three sortie interview profile to determine the applicant's aptitude for flying the "Deuce." Less than half of the candidates invited to interview eventually get qualified to fly combat reconnaissance missions in the aircraft. Missions in excess of nine hours wearing a full pressure suit, flying at extreme altitudes, are very fatiguing and require a high degree of professional commitment.

"Major Tengesdal and Captain Fox are both experienced U-2 instructor pilots bringing a high level of maturity and skill to the 99 ERS," said Colonel Engle. "I place a high degree of trust in these officers, as they face tough decisions every day to keep our pilots and aircraft safe while executing the mission; and they do it admirably."



photo by SrA Levi Riendeau

**Capt. Heather Fox, 99th Expeditionary Reconnaissance Squadron U-2 Dragon Lady pilot, stands while Senior Airman Roric Ongaco (right) and Staff Sgt. Lisa Tetrick, 99 ERS physiological support division technicians, help attach the torso harness to her suit. Captain Fox along with Maj. Merryl Tengesdal, also of the 99 ERS, are two of only three female U-2 pilots currently serving in the Air Force.**

Less than 850 Airmen have piloted the U-2 since its introduction. According to Captain Fox, the small number of women whose names are on that list is just another number.

"To be perfectly honest, I really don't think it's that big of a deal," she said. "The aircraft flies the same for women as it does for men. I'm just glad I'm a part of an aircraft with such a great mission."

According to Major Tengesdal, every contribution in the military is important to winning the GWOT.

"As a pilot, all that matters is the mission, no matter if you're male or female," she said. "We get it done out here, and I'm happy to be a contributing member of this team. It's an honor to be a part of the U-2 heritage."



photo by SrA Levi Riendeau

## Dangling dorm

Host nation workers move a permanent party dorm into position Tuesday.



photo by SrA Levi Riendeau

## EMSG gettin' dirty

Airmen from the 380th Expeditionary Mission Support Group pitch in outside of Gate 1 for some base cleanup.



photo by Capt Martin Gerst

### Easter treats

SSgt Catrice Grant, 380th Expeditionary Services Squadron, decorates cookies Saturday for the Sunday Easter Brunch at the Oasis Dining Facility.



photo by SrA Levi Riendeau

### All secure

A1C Andrew Jackson, 380th Expeditionary Security Forces Squadron, inspects a vehicle at the Vehicle Search Area Thursday.

### Beat the Heat

SrA Kevin Warren, 380th Expeditionary Aircraft Maintenance Squadron, receives an ipod Nano from Prya Butler, USO Regional Director, for winning the 380th Expeditionary Services Squadron Beat the Heat contest. Beat the Heat was a contest to guess when the 380th Air Expeditionary Wing's temperature would break 100 degrees Fahrenheit. Airman Warren's guess of 1315 on Mar. 20 won him the prize. Airman Warren was only three minutes off as the official time was 1318 on Mar. 20.



courtesy photo



photo by SrA Levi Riendeau

### Warrior wiring

SSgt Steven Bowen, 380th Expeditionary Communications Squadron, connects fiber-optic cables at the 380th Air Expeditionary Wing Headquarters building Thursday.



courtesy photo

### ESVS/ECS win softball tourney

Congratulations to the 380th Expeditionary Services/Communications Squadron team for winning the Coed Softball Tournament Sunday. They beat the 380th Expeditionary Civil Engineer Squadron Fire Protection Flight team 16 - 6.

# 380 AEW receives new SARC Victim Advocates

The installation Sexual Assault Response Coordinator recently graduated nine new Victim Advocates.

Victim Advocates provide one-on-one assistance to victims of sexual assault, as well as assist the SARC with activities for prevention, education, and other areas of interpersonal violence.

“They’re critical to crisis intervention,” said Capt Marashia McCormick, 380th Air Expeditionary Wing SARC. “Their main role is 24-hour victim support, but in this role they’re also responsible for assessing imminent danger of life-threatening or physical harm. Victim Advocates serve as the frontline of recovery efforts.”

Victim Advocates support survivors of sexual assault through the initial response, investigative, legal, and recovery processes. They provide information on available resources, reporting options and may offer victims referrals to on or off-base support agencies. They may also accompany medical appointments and law enforcement interviews at the victim’s request.

#### How to become a Victim Advocate:

Only military or DoD civilians can apply to become a Victim Advocate. All interested people should contact their installation SARC, complete an application and schedule an interview. Background checks will be accomplished with Mental Health and the Air Force Office of Special Investigations to screen for a history of domestic or substance abuse problems. Once that process is complete, Victim Advocate candidates are required to attend 40 hours of DoD training instructed by a wide-range of subject matter experts to include the SARC, Staff Judge Advocate, Chaplain, Medical (to include Mental Health), and representatives from the Office of Special Investigations. Upon graduation from training, Victim Advocates are awarded a Special Experience Identifier making them eligible to participate in the program throughout their military career. For more information, call Captain McCormick at 434-4250. See the 380 AEW’s newest Victim Advocates below.



photo by SrA Levi Riendeau

### FOD Fighter of the Month

Congratulations to A1C Joshua Varner, 380th Expeditionary Maintenance Group, for receiving the FOD Fighter of the Month award for February. The award recognizes the contributions and actions of individuals and teams to the FOD Prevention Program.

### Newest Victim Advocates

From left to right: SSgt Keasha Cleveland, SrA Iain Johnson, TSgt Lorraine Coleman, SSgt Allen Walton, A1C Rachele Erickson, TSgt Karen Mosley, Capt Amanda Kelly, SMSgt Shayne Newton, Capt Marashia McCormick (380th Air Expeditionary Wing Sexual Assault Response Coordinator), and A1C Lacy Hannon



photo by SrA Levi Riendeau

# 380th's Public Sports Enemy no. 1: Achilles Tendon Injury

Over the last month the 380th Air Expeditionary Wing experienced a rash of Achilles tendon injuries – three tears requiring surgery in three weeks.

The Achilles tendon is a large, strong fibrous cord that connects the muscles in the back of your lower leg to your heel bone. It helps you point your foot downward, rise on your toes, and push off your foot as you walk. It's relied upon for virtually every movement of the foot. It's the strongest tendon in the body, yet because of the great amount of stress it's subjected to, it's prone to sports injuries.

Rupture of the Achilles tendon, though not that common, is a serious injury. It usually occurs from a sudden, explosive movement such as chasing a basketball rebound or sprinting. Usually, the person will describe a feeling of being hit in the back of the leg and hearing a pop or snap.

The usual treatment for a complete rupture of an Achilles tendon is surgery. Most people return to their former level of activity within four to six months. **Uncontrollable risk factors** – Some people are just more susceptible to Achilles tendon injuries than others. The following groups have a higher risk of injury:

- Between the ages of 35 and 45
- History of tight calf muscles or inflexibility; sometimes, it's hereditary
- Having common bio-mechanical issues such as high arches, low arches, having legs of slightly different lengths, etc.
- Not properly conditioned for stop-and-start footwork; occasionally, even highly conditioned athletes rupture an Achilles tendon

**Controllable risk factors** – There are things people do that make them more susceptible to Achilles tendon injuries:

- Improper or inadequate stretching; a large percentage of injuries are related to tightness of the calf muscles and Achilles tendon.
- Not properly warming up; insufficient warm-up subjects tendons and muscles to excessive stress, resulting in injury
- Poor training plan; increasing mileage or workout intensity too rapidly
- Disproportionately weak calf muscles
- Over-strengthened calf muscles
- Worn-out shoes

## Ways to help prevent Achilles injury:

- Warm up sufficiently to prepare the body for the activity it's about to start. Spend a minimum of

ten minutes warming up.

-Develop adequate lower leg flexibility. Gently stretch your Achilles tendon and calf muscles before taking part in physical activities. Perform stretching exercises slowly, stretching to the point at which you feel a noticeable pull, but not pain. Calf muscles should be stretched 20 to 30 seconds each, alternating back and forth three times. Don't bounce during a stretch. If you overstretch your Achilles tendon, it can tear.

-Strengthen your calf muscles. A good technique is toe raises. Stand flat, then rise up on your toes. Hold the elevated position momentarily before slowly dropping back down to a stand.

-Emphasizing the slow return to the ground will help improve the force-absorbing capability of your calf muscle and Achilles tendon.

-Train sensibly. Start exercising gradually. Increase the duration and intensity of your workout gradually. Alternate high-impact sports, such as running, with low-impact sports, such as walking, biking or swimming.

-If one exercise or activity causes you persistent pain, try another.

-If you do aerobic and strengthening exercises on the same day, do the aerobic exercises first. If strengthening exercises are done first, then the muscles will be too tired to do a good job protecting the Achilles tendons during the aerobic activity, increasing the chance of injury.

-In aerobic exercises, such as running or tennis, the leg muscles act as shock absorbers to protect the Achilles tendons, plus they work to keep the body aligned so that the Achilles tendons are not unduly twisted, stretched, or strained.

-Eat a balanced diet, drink plenty of water, and get enough sleep. This enables exercise to strengthen your body. Insufficient calcium could lead to tight muscles, resulting in excess Achilles tendon strain.

-Wear well-fitting athletic shoes with proper cushioning in the heels.

Through the balanced fitness approach detailed above, we can all help guard against Achilles tendon injuries and preserve all our 380th resources needed for flying the frag.

[Article courtesy of the 380th Expeditionary Medical Group and the 380th Air Expeditionary Wing Safety Office.]

## Golden Bolt award

Congratulations to A1C Christopher Burghdurf, 380th Expeditionary Aircraft Maintenance Squadron, for receiving the Golden Bolt award for February. The award goes to the individual who finds a pre-positioned item during the daily flightline FOD walk.



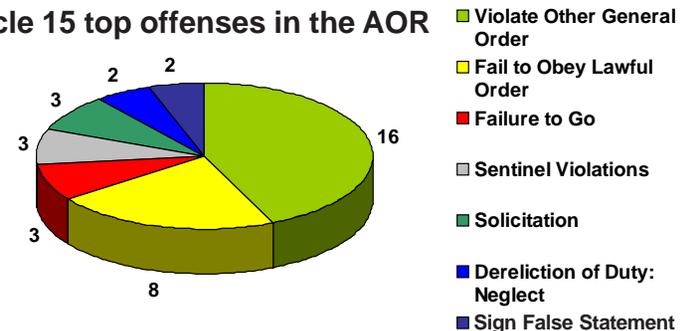
photo by SrA Levi Riendeau

## Article 15

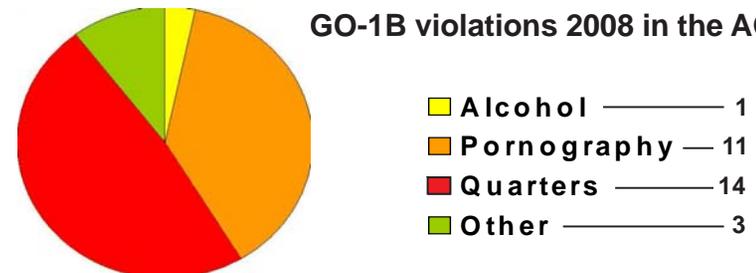
The following Airman received nonjudicial punishment:

- ▶ An Airman 1st Class received a suspended reduction to Airman, suspended forfeiture of \$225 pay, and a reprimand for sleeping on post while receiving special pay under 37 U.S.C sec 310.

### 2008 Article 15 top offenses in the AOR



### GO-1B violations 2008 in the AOR



# 380th Airmen expanding Air Force global reach

by SrA Ross Tweten  
380th Air Expeditionary Wing Public Affairs

There's no denying its capabilities, or importance to the Global War On Terror.

Its mission has an impact on nearly every airframe in the Air Force arsenal.

Providing 6,500,000 pounds (one million gallons) of jet fuel weekly, the KC-10 Extender and the Airmen of the 380th Air Expeditionary Wing who support it continue to give global reach to U.S. and coalition aircraft over the skies of Operations Enduring and Iraqi Freedom.

"The common theory on tankers is that we are a force

multiplier; we make one aircraft the equivalent of two," said Lt Col Tim White, 908th Expeditionary Air Refueling Squadron Commander. "But, I would also argue we're a force magnifier. We multiply the aircraft effect, true, but we make that fighter faster with more burner time and quicker turns back into the fight. We make that bomber more agile as it doesn't have to be fully laden with fuel because we're right there. And we make the airlifter quicker on the ground as it doesn't need to be completely filled, allowing us to refuel it en-route to the next destination."

According to MSgt Daniel Rando, 908 EARS Superintendent and Boom Operator, the Airmen of the 908 EARS provide a significant amount of the fuel to combat aircraft in the Area of Responsibility. Without fuel in the air, the coalition fighter and bomber flight times would be greatly reduced, leaving our ground forces vulnerable to enemy attack. With air refueling, an aircraft can theoretically stay airborne indefinitely.

Several specialties, from boom operators, maintainers, fuels specialists, pilots, and navigators, go into supporting the KC-10 and its mission. They all know how significant their efforts are.

"The most rewarding aspect for me is knowing that I'm a critical part of a huge mission that saves coalition troops' lives," said TSgt Brent Rouse, 380th Expeditionary Logistics Readiness Squadron Fuels Mobile Distribution N. "Knowing the fuel I give to the KC-10s is then passed directly to the fighters and bombers that put bombs where they need to go to destroy the enemy is a great privilege."

Combined, the capacity of the KC-10's six tanks carry more than 356,000 pounds (55,000 gallons) of fuel – almost twice as much as the KC-135 Stratotanker. Using either an advanced aerial refueling boom, or a hose and drogue centerline refueling system, the KC-10 can refuel a wide variety of U.S. and allied military aircraft 2,500 nautical miles away and return to home base within the same mission.

"A lot of missions are flown every day, and at the end of my 12-hour shift I know I had something to do with getting them all in the air," said TSgt Dainni Spalding, 380th Expeditionary Aircraft Maintenance Squadron Crew Chief. "We all work hard to



photos by SrA Levi Riendeau

SrA Douglas Martin, 380th Expeditionary Aircraft Maintenance Squadron Crew Chief, prepares to launch a KC-10 Extender for a mission.



SrA Bryan Stephens, 380th Expeditionary Aircraft Maintenance Squadron Guidance Control Specialist, installs a flap limit actuator on a KC-10 Extender.

make the mission happen, and it shows."

At the forefront of every Airman's mind is winning the GWOT.

"In the AOR, our aim is always to 'Fly the Frag' and be flexible to the needs of the overall mission," said Capt Sarah Kaiser, 908 EARS KC-10 Pilot. "The diverse capability of the KC-10 allows us to encounter something different every day. Bottom line, the fuel we provide from thousands of feet in the air over Iraq and Afghanistan has a direct impact all the way to the troops on the ground."



SrA Jay Barros, 380th Expeditionary Aircraft Maintenance Squadron Hydraulics Specialist, removes a flap limit actuator from a KC-10 Extender.

# What does this part of the Airman's Creed mean to you?

*I am an American Airman.*

*Guardian of freedom and justice,*

*My nation's sword and shield,*

*Its sentry and avenger.*

*I defend my country with my life.*



**“As individuals, we each make unique contributions and sacrifices to guarantee the overall success of the mission.”**

**- Maj Tory Woodard,  
380th Expeditionary  
Medical Group**



**“I’ve chosen to serve and fight our nation’s wars and I have chosen to be readily available to give the ultimate sacrifice.”**

**- SSgt Lisa Marie Baza,  
380th Expeditionary  
Services Squadron**



**“As long as there is a cause worth standing for, I will continue to stand.”**

**- A1C Leigh Holler,  
380th Expeditionary Civil  
Engineer Squadron**



**“I’m a weapon for freedom until I expire.”**

**- Capt Dustin Canedy,  
964th Expeditionary Airborne  
Air Control Squadron**

# Warrior of the Week

## TSgt Kevin Jones



photo by SrA Levi Riendeau

**Squadron:** 908th Expeditionary Air Refueling Squadron

**Home Unit:** Air Mobility Command Test and Evaluation Squadron,  
Detachment 1, Marietta, Ga.

**Best part of the job:** Mentoring all those that I come into contact with, leading by example and doing my very best at every task no matter the size or scope of the program.

**Where do you see yourself in five years:** First Sergeant duty, ensuring our future leadership is equipped with the necessary tools required to succeed in today's ever-changing environment.

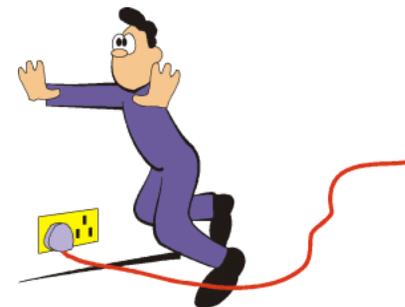
**Supervisor's Comments:** Many people may say they have a person who is a great member to their unit; to me, Sergeant Jones is the embodiment of the 908 EARS. Sergeant Jones' dedication to flawless mission accomplishment, motivation to seek out every need (whether in his scope of responsibility or not), and the integrity he possesses to enthusiastically see each and every task to completion are far and away superior to any noncommissioned officer I've ever worked with in my 18 years. His infectious attitude is the crux of our squadron's massive successes over the last few months. Every advancement in the 908th is laden with Kevin's fingerprints. The results of his dedication have reached every corner of the AOR and beyond. The entire unit is proud to call him the star of our great and dynamic organization.

## Community Standards

### Tip of the Week

**Electrical power concerns/limitations in dorm rooms:**

- ▶ The only items authorized for use are a small table lamp, small stereo, computer, small refrigerator, television, VCR/DVD combination player, electrical alarm clock/radio, iron, dehumidifier, and one transformer.



- ▶ Wires of any type will not run under carpets or rugs, above or below doorways, or across walking areas.

**Room inspections:**

- ▶ At a minimum, once a month, the group commander, unit commander, or First Sergeant will inspect lodging rooms and common areas.





## Winner

**“Once again,  
the high winds  
here take our  
Airmen by  
surprise.”**

- Kristopher Rezner,  
380th Expeditionary  
Communications  
Squadron

### Other submissions:

**“This is what happens when you don’t do proper FOD checks.”**

SrA Kevin Warren, 908th Expeditionary Aircraft Maintenance Squadron

**“And we’re gonna stay like this until I find out who took my Twinkies.”**

SSgt Alvinza Layton, 380th Expeditionary Aircraft Maintenance Squadron

**380th Bug Abatement Program - “We’ve got you surrounded!”**

TSgt Donald Mills, 380th Expeditionary Contracting Squadron

**“Come on, guys. We’ve got to find my contact lens.”**

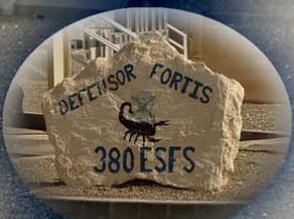
SMSGt Shayne Newton, 380th Expeditionary Medical Group

## Caption Contest

Send your caption to 380aew.pa@adab.afcent.af.mil by 1700 Wednesday.

Captions should be in good taste and no more than 25 words. The winner’s name and unit will be published in next week’s Sand Script.





*I am an American Airman.*  
*I am a Warrior.*  
*I have answered my nation's call.*

*I am an American Airman.*  
*My mission is to Fly, Fight and Win.*  
*I am faithful to a proud heritage.*  
*A tradition of honor.*  
*And a legacy of valor.*

*I am an American Airman.*  
*Guardian of freedom and justice.*  
*My nation's sword and shield.*  
*Its sentry and avenger.*  
*I defend my country with my life.*

*I am an American Airman:*  
*Wingman, Leader, Warrior.*  
*I will never leave an Airman behind.*  
*I will never falter,*

**And I will not fail!**

