

Joint exercise begins today

A joint, nighttime exercise will be conducted here late today through early Monday.

Those living on or near the base can expect to hear noise between the hours of 6 p.m. and 4 a.m. from explosives and other devices used to make the training as realistic as possible. During the same time, there will also be increased air traffic involving low-flying helicopters and airplanes.

The Army's 3rd Battalion, 75th Ranger Regiment, based at Fort Benning, is conducting the exercise, which will involve units from the 160th Special Operations Aviation

Regiment at Fort Campbell, Ky., and Air Force Special Operations Command at Hurlburt Field, Fla.

The exercise will help the military personnel involved maintain a high level of readiness.

The 75th Ranger Regiment is an agile, versatile and lethal special operations force which conducts forcible entry operations and raids across the entire spectrum of combat. Tough, realistic military exercises give the Rangers a decisive edge for their real-world missions.

TOPS IN BLUE

Sunday, see page 5A for details



Paying respects see commentary page 4A

ROBINS REV-UP

October 22, 2010 Vol. 55 No 41

ABOUT MSG-3 Galaxy Division transforms processes

BY C-5 GALAXY DIVISION
Special to the Rev-Up

One capability enabling the Air Force vision is Rapid Global Mobility. In modern warfare, this means the ability to quickly move troops and equipment over great distances with little notice.

The Galaxy Division of the Warner Robins Air Logistics Center is focused on that capability, with the primary metric used to measure it being Aircraft Availability. Second only to Safety, AA is our motivation.

One of the things we are doing to improve Aircraft Availability is transforming the maintenance program. AA is a function of not only how many aircraft are in the hands of the warfighter, but the Mission Capable Rate, or how many are able to carry out their mission. The C-5 Galaxy has historically been maintained with a "fly to failure" philosophy for its functional systems. While this extracts the maximum amount of "goodness" from each individual part, it does not take into account the cost, either financially or in terms of missions not completed, of part failures. Every time a part fails in service, it requires unscheduled maintenance to return the aircraft to serviceable condition, rendering the aircraft "Not Mission Capable." This is the area being attacked with a full-court press.

The primary tool to do this is the third iteration of the Air Transport Association's Maintenance Steering Group, which is guidance for building inspection/maintenance programs for new commercial aircraft. First developed for the Boeing 747, MSG has been



U.S. Air Force file photo by SUE SAPP

The C-5 Galaxy Division here is focused on improving aircraft availability rates to the warfighter.

modified over the years from a parts-driven, bottoms-up, process-oriented approach to a systems-driven, top-down and task-oriented methodology to perform Reliability Centered Maintenance. This analysis uses input from actual system performance (i.e. system and component reliability), depot engineers/technicians and depot/field maintainers to determine the optimum time to inspect an aircraft to prevent component failure. MSG-3 incorporates a "time to find, time to fix" approach which uses inspections geared toward detecting system and component performance degradation so replacements can be accomplished prior to failure.

This increases system reliability and, therefore, Aircraft Availability. The Galaxy Division, along with partners – Intergraph, Lockheed Martin, the

559th Aircraft Maintenance Squadron, Air Mobility Command, Air Force Reserve Command and the Air National Guard – in essence "threw away" the legacy maintenance program and rebuilt it from the ground up.

Another tool used in the C-5 maintenance transformation, which compliments MSG-3, is a Standard Work Card. This is adapted from a commercial best practice which provides the maintainer all the information needed in order to complete a given task. No longer does a person have to go to several different Technical Orders which are referenced on the task card; the applicable portions of the TO are actually on the card. This standard work card format includes illustrations and other means to ensure everyone who performs

► see GALAXY, 6A

Air Force Climate Survey currently under way

BY ERIN TINDELL

Air Force Personnel, Services and Manpower Public Affairs

Total force Airmen and Department of Defense civilians have an opportunity to voice their concerns to Air Force leaders during the 2010 Air Force Climate Survey.

The purpose of the survey is to assess the opinions and perceptions of Air Force active-duty, Guard, Reserve and civilian personnel on a wide range of issues, including overall job satisfaction, resources and unit performance.

"Maximum input is very crucial in providing valuable feedback to Air Force leaders so they may create positive changes in units," said Col. Brian Norman, the Air Force Manpower Agency commander.

"Survey answers directly impact leaders' decisions on issues which

affect the total force."

The results of the last survey conducted in the fall of 2008 revealed more than 90 percent of the nearly 250,000 respondents indicated they were happy with their Air Force jobs and the performance of their organizations. They also indicated they generally had trust in their unit's leadership.

Major concerns revealed by the 2008 survey showed the strain on manpower and time was an issue for many employees. The majority of home-station Airmen reported an increase in levels of stress, workload and hours due to deployments.

AFMA officials said the average time to complete this year's survey is around 25 minutes, and respondents may save their progress and return at a later time.

► see SURVEY, 2A

Savings experiment: Carpooling

BY JASON COCHRAN
Special to the Rev-Up

Everyone knows carpooling can save energy and reduce traffic. When multiple people use only one vehicle to get to the same place, fewer resources are used. But does the money saved really make much of a difference to an individual's pocketbook?

According to the AAA, the average American's one-way commute to work is 16 miles, so most of us travel an average of 32 miles a day getting to and from our jobs. Using the commute computer at RideFinders.com, a ride-sharing portal, we found a savings of more than 50 percent for people in car-



pools. Assuming a vehicle costs 59 cents a mile to operate five days a week (a typical figure under stop-and-go conditions), and travels 15,000 miles a year, the annual cost for fuel and car maintenance for an average round-trip solo work com-

► see CARPOOL, 2A

AF 'leading the way' in energy security

BY TECH. SGT. AMAANI LYLE
Secretary of the Air Force Public Affairs

The chairman of the Joint Chiefs of Staff lauded the Air Force for its commitment to energy security during the Pentagon Energy Security Event last week.

"The Air Force is pushing forward, focusing on three goals of reducing demand, increasing supply through renewable and alternative sources, and changing the culture," Adm. Mike Mullen said. "For the last several years, from my perspective, the Air Force has led the way in this area."

With the event theme "Empowering Defense through Energy Security," Mullen said during his keynote address the impact of climate change is evident, and emphasized the link between the environment and global security.

"There is a strategic imperative for us to reduce risk, improve efficiencies, and preserve our freedom of action where ever we can," Mullen said. "Americans are starting to connect the dots between energy, security and our future."

Following the chairman's speech, Air Force



U.S. Air Force photo by MASTER SGT. RAHEEM NOORE

Air Force Chief of Staff Gen. Norton Schwartz talks about recent Air Force energy initiatives during the Pentagon Energy Security Event in Washington, D.C.

Chief of Staff Gen. Norton Schwartz joined Army Vice Chief of Staff Gen. Peter Chiarelli and Federal Chief Technology Officer Aneesh Chopra on a discussion panel to address energy awareness issues and innovations.

► see ENERGY, 10A

Personnel accountability

BY PATTY RAY
78th Force Support Squadron

"It's 11 p.m. Do you know where your kids are?" was the message every night of many late-night news programs. The Air Force Personnel Accountability and Assessment System, or AFPAAS, is the Air Force's way of asking the same question.

When a natural disaster or large-scale crisis strikes, the Air Force wants to know where each of its members are to ensure their safety. This applies to active duty Airmen, Guardsmen, Reservists and their family members, civilians, and U.S. contractors overseas.

During a widespread catastrophic event, a geographical area of interest (affected area) is determined, and personnel who live or

work in that area are flagged and accounted for. AFPAAS leverages technology to deliver real-time data directly to leaders every 15 minutes, enabling commanders and readiness center case managers to account, assess, manage, and monitor evolving circumstances and their effects on personnel.

Prior to AFPAAS, the service used valuable time to manually account for military members. Additionally, the manual system only identified "unaccounted for" military members. In AFPAAS, Airmen, civilians and family members can log into the system. This is vital should an individual become separated from his or her family during a natural disaster or

► see AFPAAS, 10A



THINK SAFETY

Days without a DUI: 6
Last DUI: 78th SFS
— courtesy 78th Security Forces

AADD

To request a ride, call 222-0013.

TWO-MINUTEREV

Base-wide cleanup Wednesday

A base-wide cleanup will be conducted Wednesday from 9 to 11 a.m. People are asked to first clean up their immediate work areas and then clean up around their buildings.

All base employees are asked to participate, if they can, said Chief Master Sgt. Patrick "Bo" Bowen, installation command chief.

The project is being organized by unit first sergeants. Those wanting more information should contact their unit first sergeant.

INSIDE

Page Two 2A
Viewpoints 4A
On the Fly 5A
Get Out 8A

Page Two

HELPING AGENCIES

Where to turn in times of need

BY WAYNE CRENSHAW
wayne.crenshaw.ctr@robins.af.mil

Robins provides an array of services to help employees with personal problems, from financial matters to psychological issues, but a recent study found an unfortunate misconception.

A survey conducted by the Rand Corp. at bases throughout Air Force Materiel Command, including Robins, found many civilians are unaware of the on-base services.

Civilians were also unaware the services are free,

and if the base is unable to provide the help, it will direct employees to agencies where they can get assistance.

“A lot of civilians are under the impression there is no help, but that is not the case,” said Stuart Bapties, Health and Wellness Center director and chair of Robins’ Integrated Delivery System. “All employees have to do is call, and we will facilitate getting them the help they need.”

Bapties said civilians can contact the Employee Assistance Program, which offers assistance for work, per-

sonal or family issues. Those with issues which are beyond the scope of the EAP will be referred to other organizations.

Bapties said people can also call or e-mail him, and he will direct them to the right place. He also said supervisors can contact him to arrange for someone to come into a work area and give employees a talk about the on-base services. He can be reached at 222-6907 or via email at stuart.bapties@robins.af.mil.

The command-wide survey, conducted earlier this year, was prompted by the

Air Force workers can find help here

Finances & Work-Life Balance	Airman & Family Readiness Center	926-1256
Health and Wellness Education	Health and Wellness Center	327-8480
Health Screenings	Civilian Health Promotion Services	327-8030
Work, Personal or Family Issues	Employee Assistance Program	(800) 222-0364
Work Stress, Psychological Issues	Organizational Consulting Office	327-9803
Mental Health & Substance Abuse	Houston Healthcare	922-4281
Unplanned Pregnancy	Houston Healthcare	922-4281
Suicide Prevention	National Suicide Prevention Lifeline	(800) 273-8255
Sexual Assault & Victim Advocacy	Sexual Assault Response Coordinator	926-2946
Crime Victim Advocacy	Victim Witness Assistance Program	327-4584

AFMC Wellness Support Center — www.afmcwellness.com

command’s concern about the spike in suicides by civilian members of its workforce.

Bapties said the survey found the underlying issue behind many of the

suicides was people having a sense of being “overwhelmed” and not knowing how to cope with problems.

Complete survey results are still pending.

CARPOOL

Continued from 1A

mute is about \$4,680. Split the cost among several passengers and the per-person cost plummets. For two people, the per-passenger savings is \$2,340 per year. Split between three people, the per-person savings is \$3,120 per year; instead of shouldering \$4,680, each person pays only \$1,560.

Carpoolers also can become productive for an added portion of their day.

“Instead of manning the steering wheel every day, the passengers in a carpool can spend their time doing more productive things, such as reading the news, writing, catching up on books or texting family,” said John Pugh, 78th Mission Support Group deputy director and Robins carpooling advocate. “For a 45-minute commute, it’s like getting another hour and a half of your life back when you’re not driving.”

Pugh said there is also diminished stress on a commuter, as drivers take turns sharing the burden of fighting traffic.

“If you’re in a five-person car pool and everyone rotates driving duties, that’s only one day a week you have to combat traffic yourself,” Pugh said. “It’s hard to ascribe a monetary value to decreased stress, but it’s not hard to appreciate.”

There are a few minor, unexpected costs associated with carpooling, but these costs can often be offset by using programs which offer cash incentives for carpooling. Two programs, the Clean Air Campaign and the Transportation Incentive Program, offer avenues for those who carpool or vanpool to make money on top of the fuel and car-wear savings they receive. Officials are also hoping to bring mass transportation options to the base.

Robins partnered with the Clean Air Campaign to give workers here a way to find carpool partners through an online registry at www.logyourcommute.org. Employees can go to the website and find people who live near them and have similar working hours.

Users of the site are also invited to log their commute mileage saved through car-

pooling, which makes them eligible to win cash and prizes from the Clean Air Campaign’s Commuter Rewards program. Additionally, people who bicycle, walk or vanpool can log on to win awards.

The Transportation Incentive Program offers financial benefits to those who share rides in vehicles carrying six or more passengers. The federal program aims to offset commuting costs for active-duty military members and government civilian employees, as well as reduce pollution and traffic congestion, preserve the environment, and expand transportation alternatives.

Most base employees are eligible for the program, both as drivers or passengers, but drivers must have a six-passenger vehicle. Passengers receive up to several hundred dollars each month, which is paid to the driver.

Signing up for the program does not obligate anyone, and people can choose to participate only two or three days per week if they wish.

To learn more about TIP, call 926-7199.

SURVEY

Continued from 1A

As with past surveys, unit leaders will have access to their respective results for improving their organization and their organization’s ability to accomplish the mission. However, AFMA officials stress maximum participation is the only way the

Air Force Climate Survey can produce meaningful results.

“It’s imperative for our Airmen and DOD civilians to speak today in order to shape tomorrow,” Norman said.

Officials began sending individual e-mail invitations Oct. 8 for the confidential survey. For more information about the survey, visit the Air Force Portal at www.my.af.mil.

Threat level calls for renewed vigilance

All military, civilians and contractors, as well as their families, should maintain a heightened level of vigilance and awareness of their surroundings.

Recent threat reporting indicates a potentially imminent terrorist threat in Europe; however, there is no indication the threat is directed specifically at the United States, said Joe Greene, installation anti-terrorism officer.

Greene said vigilance is important in protecting the base and its workers, regardless of the threat level.

“The more vigilant each person is, the greater our chances of preventing any act of terrorism,” Greene



said. “We should always be attentive and aware. Many potential threats have been suppressed because of cautious and alert people.”

Intelligence reports continue to assess Al-Qaida and its affiliates are plotting against the United States and its allies with potential cells already operating within the United States. During the past 12 months, the U.S.

has experienced a few homeland terrorist attempts and attacks, such as the New York Times Square Bomber.

“This type of tactic indicates our adversaries are determined to recruit and place terrorist operatives inside the United States,” Greene said.

Everyone is encouraged to be aware of their surroundings and report any suspicious behavior or activity by calling 926-EYES (3937). In an emergency, dial 911 from a base phone or 222-2900 from a personal cell phone.

For more information, call the base Anti-Terrorism/Force Protection Office at 926-4749 or 5732, or 508-9428 or 9429.

Base to observe Halloween Oct. 30

Halloween will be observed at Robins Saturday, with trick-or-treating from 5:30 to 8:30 p.m.

Participating base residents should leave exterior lights on; those who do not wish to participate should turn exterior lights off.

Security Forces and volunteers will help ensure safety in the housing areas with their annual Pumpkin Patrol. Anyone interested in volunteering should contact Staff Sgt. Angelo Corbin at 222-1992 or Staff Sgt. Jeffrey Aldana at 222-1994.

The 78th Force Support Squadron is also planning two other events Oct. 30 — a Scary Movie Night at the Youth Center from 7 to 10 p.m. and a Thunder Alley Halloween Party at the Bowling Alley



from 9 to 11 p.m.

Events are also planned at the Base Exchange. A pumpkin-carving contest winner will be announced at 4 p.m. Entries should be brought to the store entrance by Monday.

Face painting and a balloon give-away for children 12 years

and younger is scheduled from 4 to 6 p.m. It will be followed at 5 p.m. by a costume contest for children ages 1 through 12. Winners of the contest will receive gift cards. There will also be a cookie walk beginning at 5 p.m.

“Trick or Trunk” in the BX parking lot will start at 6 p.m.

People are asked to decorate their vehicles and park in a closed-off area, where trick-or-treating will be done at the cars.

SnapShots



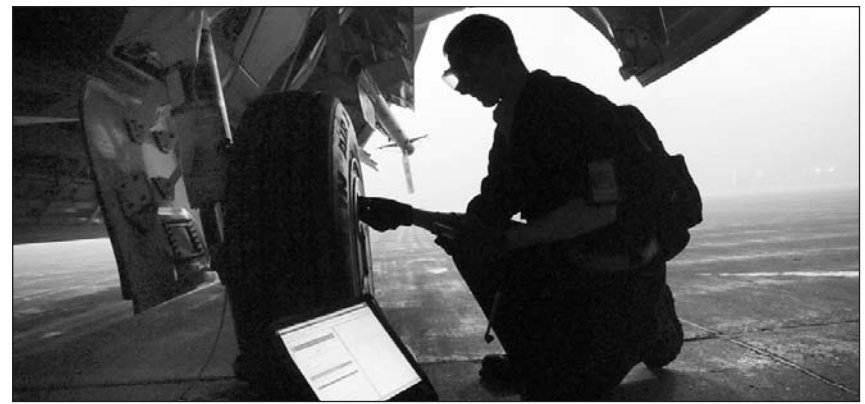
U.S. Air Force photo by SAMUEL KING JR.

Staff Sgt. Tim Llewellyn, a 96th Civil Engineer Squadron firefighter, uses the "jaws of life" to open a door during a demonstration at Eglin Air Force Base, Fla. The firefighters demonstrated how quickly they can free a trapped accident victim.



U.S. Air Force photo by SAMUEL KING JR.

Senior Airman Richard Olney tightens the bolts on a GBU-38 at Eglin Air Force Base, Fla. Olney and others with the 46th Maintenance Squadron build and load bombs for both developmental and operational flight testing.



U.S. Air Force photo by SENIOR AIRMAN CYNTHIA SPALDING

Airman 1st Class Robert Miller, an F-22 crew chief with the 90th Aircraft Maintenance Unit, checks the tire pressure on an F-22 Raptor at Joint Base Elmendorf-Richardson, Alaska.



KEEP'EM FLYING
AFSO21

ViewPoints

“Never confuse movement with action.”
– Ernest Hemingway

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Submissions must be received by 4 p.m. the Friday prior to the requested Friday publication. They should be e-mailed to lanorris.askew@robins.af.mil.

DELIVERY

To report delivery issues, call Kendahl Johnson at (478) 222-0804. Submissions must be in a Word document. They may not exceed two pages, double spaced. They must be typed in Times New Roman font, 12-point type, with 1-inch margins. All submissions will be edited to conform to Associated Press style. Submission does not guarantee publication. Submissions should be of broad interest to the base populace. If there are further questions, call Lanorris Askew at (478) 222-0806.

ONLINE

To read articles online, visit www.robins.af.mil.

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Why we do what we do

Many of us watched the dignified transfer Oct. 14 of 21-year-old Marine Cpl. Stephen “Coty” Sockalosky of Cordele, who was killed in combat in Afghanistan.

A 2007 graduate of Crisp County High School, Sockalosky was assigned to the 2nd Battalion, 9th Marine Regiment, 2nd Marine Division, II Marine Expeditionary Force at Camp Lejeune, N.C.

He was wounded by an improvised explosive device earlier in the month and later died at a U.S. military hospital in Germany.

As the procession turned onto Robins Parkway, and so many people were lined on both sides of the street to pay their respects either by standing either at attention or with their hands across their hearts, I lost count of the number of the Patriot Guard motorcyclists who passed by, as well as the number of sheriff and police escorts.

In the silence you could hear a pin drop ... until one SUV passed by, with its window rolled down. With tears streaming down her face, Sockalosky’s mother recognized the support of Robins civilians and Airmen, saying “THANK YOU...GOD BLESS ALL OF YOU...THANK YOU, THANK YOU, THANK YOU SO



U.S. Air Force photo by SUE SAPP

A Marine Corps honor guard transfers the body of Cpl. Stephen “Coty” Sockalosky from an aircraft here Oct. 14. Sockalosky was killed in action Oct. 6 while supporting combat operations in Afghanistan.

MUCH!”

It’s hard to even try and imagine what his family is experiencing. It’s equally hard to try and imagine what prompts young men and women like “Coty,” who was the same age as my son and many

of your children who are serving in the military, to willingly enlist and risk their lives for others, including all of us.

But the dignified transfer was a marked reminder of the sacrifices so many of them make. It was also

a very sobering reminder of why those of us at Robins do what we do every day.

– Commentary by
Faith Alyce Back-Wilder,
WR-ALC/Engineering
Logistics Technical Center

Making a difference every day

Editor’s note: *This is the second in a series of personal accounts from those who have benefitted from the Combined Federal Campaign.*

In 1997, my wife gave birth to a beautiful baby boy. We couldn’t have been happier.

But by the end of 1998, we noticed our son wasn’t progressing the way he should, and we became worried. We sought help at Wilford



Hall Medical Center (San Antonio, Texas), where our son was diagnosed with autism.

A pediatric specialist eventually referred us to an organization which specializes in helping special-needs children. Over the next two years, the outfit worked with our son daily, teaching him how to walk and communicate.

At first, our son was completely unable to speak. But, shortly after turning 2, he began to develop speech, which he used along with the sign language he had been taught

by some of the company’s specialists.

Today, he is able to communicate verbally and attends school regularly.

We credit his success to the Combined Federal Campaign. That’s because the organization benefits directly from contributions to the annual drive, and was able to provide the specialized training he needed.

Driver, passenger awareness

On Aug. 4, I received a call from the Robins Command Post with the worst possible news for a squadron commander ... one of my Airmen had been killed as a passenger in a vehicle accident.

During the next few days, while planning the trip to attend the funeral and organizing our own memorial, many times I found myself asking “What could I have done differently to prevent this tragic loss?”

We had discussed vehicle safety in our unit, but with an emphasis on things such as “Don’t Drink and Drive,” as well as on motorcycle safety. Since neither of these applied to this accident, I wondered what safety messages could have impacted this case.

During my search, I repeatedly came back to “Driver and Passenger Awareness.”

Vehicle drivers have many

responsibilities to transport themselves and their passengers safely. Meeting three underlying conditions greatly increases their ability to do so.

Driver condition: Are you alert enough to maintain focus on the road and make possible life-saving decisions? Are cell phones, conversations with passengers or loud music causing distractions?

Vehicle condition: Is your vehicle mechanically sound enough to save your life? How are the brakes? Do the tires have more than the minimum amount of tread required by law?

Road condition: What type of roads (congested city; fast-moving highway; dangerous winding rural) will you be traveling? Are you familiar with the terrain alongside the roads in case you need to make a split decision to pull off to avoid an accident? Will weather condi-

tions impact your ability to drive and react?

A driver must assess each of these before taking the wheel.

Although passengers don’t control the vehicle, they also have responsibilities in maintaining safety. Although frequently overlooked or disregarded, paying attention to these areas will help passengers make good decisions before entrusting their lives to other drivers.

Driver’s abilities: What kind of experience does your driver have? What’s his/her driving record? Does he/she like to talk or text while driving? Do you trust him/her to make an important, split-second driving decision to save your life?

Focus on the road: As a passenger, you have the responsibility to assist by providing “another set of eyes” to identify possible dan-

gers. Before entering a vehicle, a passenger must make the decision to avoid being a distraction to the driver, and to correct the driver if his attention is anywhere but on the road.

These are not inclusive, but serve as a starting point for driver and passenger situational awareness before and during travel. I now augment my safety discussions with these points, and I encourage supervisors, wingmen and parents to do the same.

Here in the 54th Combat Communications Squadron, we will never get our Airman back, but by keeping these safety messages in mind, we may prevent the tragic loss of another.

– Commentary by
Lt. Col. Donald Courmoyer,
54th CBCS commander

Commander’s Action Line

The action line is an open-door program for Team Robins personnel to give kudos, ask questions or suggest ways to make Robins a better place to work and live.

The most efficient and effective way to resolve a problem or complaint is to directly contact the responsible organization. This gives the organization a chance to help you, as well as a chance to improve its processes.

Please include your name and a way of reaching

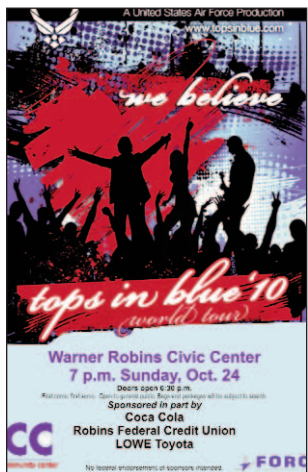
you, so we can provide a direct response. Anonymous action lines will not be processed. Discourteous or disrespectful submissions will also not be processed.

Commander’s Action Line items of general interest to the Robins community will be printed in the Robins Rev-Up.

For more information, visit <https://wwwmil.robins.af.mil/actionline.htm>. To contact the Commander’s Action Line, call 926-2886 or e-mail action.line@robins.af.mil.

► Security Forces	926-2187
► FSS (Services)	926-5491
► Equal Opportunity	926-2131
► Employee Relations	327-8253
► Military Pay	926-4022
► Civil Engineering	926-5657
► Public Affairs	926-2137
► Safety Office	926-6271
► Fraud, Waste & Abuse	926-2393
► Housing Office	926-3776
► Chaplain	926-2821
► IDEA	327-7281

On the Fly



Tops in Blue

Tops In Blue "We Believe" Tour will be Sunday at 7 p.m. at the Warner Robins Civic Center.

For details, call 926-2105.

Post 56 Deposits

All employee Official Personnel Folders are scheduled to be shipped to the National Personnel Records Center in St. Louis, Mo, in early 2011 in preparation for scanning and transfer to electronic copy.

If you are a civilian employee with prior military service and are contemplating making your military service creditable for eligibility and computation in your civilian retirement, the Directorate of Personnel recommends you contact the Benefits and Entitlements Office at 222-0227 and request a computation of your military service deposit by Dec. 31, prior to the OPFs being transferred. Once the OPFs are shipped, WR-ALC/DP will not be able to access them for five to six months, except for emergency situations, such as in the event of an employee's death or disability retirement.

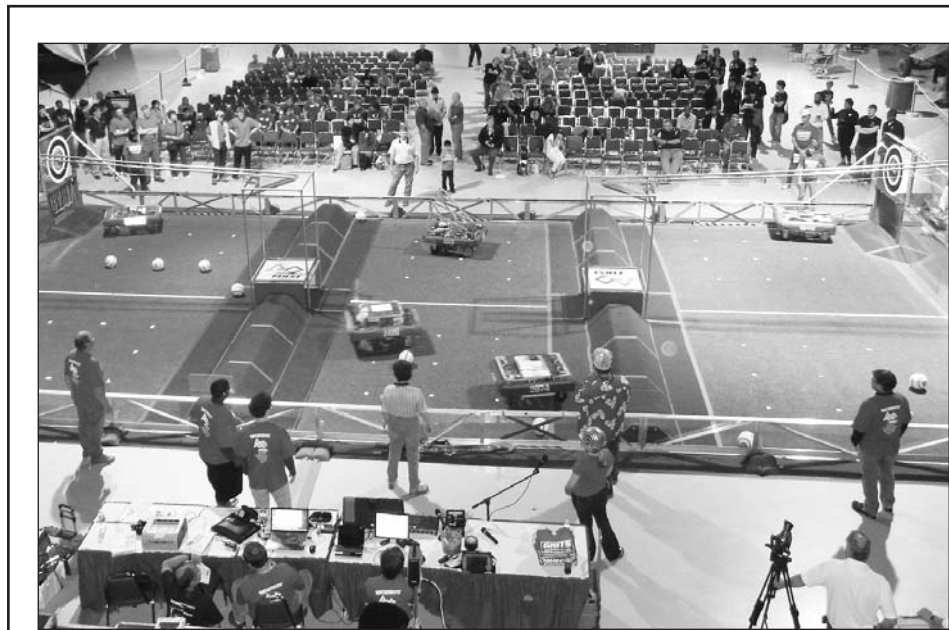
A Post 56 deposit computation does not constitute

an emergency situation.

For employees who are considering making a Post 56 deposit, a period of military service may be creditable for civilian retirement purposes if all the following conditions are met: (1) the military service is performed before the date of separation from civilian employment upon which entitlement to a retirement annuity is based; (2) it was honorable, active duty; (3) it was not included in the computation of military retired pay or, if it was included in military retired pay, the retired pay was awarded based on disability incurred in combat with an enemy of the U.S. or caused by an instrumentality of war, and incurred in the line of duty during a period of war or granted under the provisions of Chapter 1223, Title 10 U.S.C, Sections 12731-12739 (Reserve retirement); and (4) a deposit is made for military service (when applicable).

A deposit is not required if the military service was performed prior to Jan. 1, 1957. For service performed after Dec. 31, 1956, deposit rules differ, depending on whether you are covered under the Civil Service Retirement System, CSRS Offset or the Federal Employees Retirement System.

If you are retired military, you may combine your military service with your federal civilian service for one retirement, if you pay the military deposit. However, you will be required to waive your military retired pay when you retire from civilian service. If you have military service (such as academy service) which was not used to compute your military retired pay, it may be creditable for civil-



courtesy photo

Robotics competition

Robotics teams from high schools across the Southeast gathered Saturday at the Museum of Aviation for the second-annual GeorgiaFIRST Robotics Invitational Tournament and Showcase. Teams showcased autonomous and remote-controlled robots they designed, built and programmed.

ian retirement purposes (deposit rules apply).

If your military retirement orders do not show which periods of military service were used to compute your military retired pay, you will need to contact your branch of service to verify this information.

Upcoming Exercise

The 402nd Aircraft Maintenance Squadron will conduct an exercise Nov. 1 to 5 at Warrior Air Base.

The exercise will run daily from midnight to noon and include the use of the Warrior Air Base giant voice system, night operations, ground burst simulators, and small arms.

Exercises held at WAB are designed to provide a realistic wartime expeditionary training experience to prepare and provide Robins Expeditionary

Airmen the skills to meet contingency requirements.

Museum honored

The Office of Secretary of State recently presented the Museum of Aviation with the Georgia Historical Records Advisory Board Award for Excellence for the Educational Use of Historical Records.

The award recognizes the museum's outstanding efforts in archives and records work in Georgia.

Its work on a D-Day exhibit based on extensive research in primary documents, interviews with World War II Airmen, Army Paratroopers, and French civilians who participated in D-Day was one of the stand-out exhibits.

Also discussed was the creation of the film entitled "Papa Said We Should Never Forget," which was filmed in

Normandy. The film is based on a true story and includes first-hand accounts of two young girls caught in the middle of the invasion.

A customized curriculum accompanies the film and correlates to 5th and 8th grade performance standards.

Staffing tool

Starting Nov. 15 most Air Force bases will use a streamlined employee recruitment process, although Robins is among 12 bases not making the change for the time being.

Called the Air Force Single Staffing Tool, it is intended to standardize the entire recruitment process across the Air Force.

For Air Force civilians at participating bases, the biggest change is they will now apply for internal openings at www.usajobs.gov. Previously, civilians applied

for jobs at their current base through the Candidate Announcement Notification System, which will remain the case at Robins and the other non-participating bases.

The other non-participating bases are Luke, Hurlburt Field, Arnold, Eglin, Brooks City-Base, Hanscom, Hill, Edwards, Kirtland, Tinker and Wright-Patterson.

At all other bases all jobs, internal and external, will be posted at www.usajobs.gov.

The application process for USA Jobs now requires a resume and other attachments to be submitted electronically by the applicant.

Upcoming

Saturday is **Robins Military Retiree Appreciation Day**.

Breakfast will be served at 6:30 a.m. at the Wynn Dining Facility.

A formal ceremony will begin at 10 a.m. in the Heritage Club, followed by guest speakers. Vendor booths will provide information about AAFES, TRICARE and other organizations, and door prizes will be given away throughout the day.

For more information, call Emie Munson at 327-4707.

Etcetera

To have the name of an **approved leave recipient** printed in the Rev-Up, e-mail Lanorris Askew at: lanorris.askew@robins.af.mil. Submissions will run for two weeks.

Robins 2K users may access the current Voluntary Leave Transfer Program listing, reference materials, forms, and names of recipients by visiting <https://org.eis.afmc.af.mil/sites/FOWRALC/dp>.

REPORT ANY SUSPICIOUS ACTIVITY TO 926-EYES

GALAXY

Continued from 1A

the task using the card does it the same way. As you recall from your Lean training, Standard Work is one of the things which helps improve efficiency in planning and execution of maintenance tasks. These cards were combined into a TO which describes the Programmed Depot Maintenance requirements for the C-5. The first Validation/Verification was performed beginning in May 2009 with production beginning in March.

An additional tool being used here is High Velocity Maintenance, or HVM. HVM strives to increase the “burn rate” of maintenance hours on each aircraft. The aim is to increase the efficiency of the maintenance tasks, reduce the time required to complete them, and return the aircraft back to the warfighter sooner, thereby increasing AA.

HVM uses Air Force Smart Operations for the 21st Century principles to treat the mechanic like a surgeon, ensuring everything he or she needs to complete a task is on hand when needed.

There has been a great deal of confusion about HVM and MSG-3. Some think they are opposites, and we have to choose one or the other. This is not the case.

The maintenance program developed by the MSG-3 analysis provides the foundation from which a successful HVM program can be implemented.

In simple terms, MSG-3 determines the “what” and “when” of maintenance, while HVM determines the “how.”

C-5 has implemented the HVM practice of Pre-Induction Inspections, where a team of mechanics and engineers goes and looks at an aircraft 18 months prior to PDM to ensure we have a good understanding of the aircraft’s condition and note what parts will need to be replaced or repaired during PDM.

Standard Work cards go a long way toward implementing Standard Work, and the arrangement of the TO containing the cards will choreograph the work to be done. With the Air Mobility Command implementation of Regionalized Isochronal Inspection Centers at three field locations, the same groups of maintainers see every aircraft on a regular basis.

The MSG-3 developed maintenance tasks are hierarchical in nature, meaning every task which is done at a lower-level inspection is performed during a higher-level inspection; often with more specificity and intensity.

As you can see, C-5 is using the tenets of HVM along with MSG-3 and Standard Work Cards to reduce the number of aircraft down for scheduled as well as unscheduled maintenance.

C-5 maintenance transformation is not only occurring in the depot, it is taking place in the field as well. Every scheduled maintenance task, from the pre-flight/post-flight to the Home Station Check to the

MINOR Isochronal to the MAJOR Isochronal, has been redefined and Standard Work Cards have been produced and combined into TOs. The maintenance program using the MSG-3 defined tasks was implemented in the field in October 2009.

Why go to all the trouble of transforming C-5 maintenance? The increase in PDM intervals alone (5 years for a C-5A model, 7 years for a C-5B model and 8 years for both) will return two aircraft to the user. A conservative estimate of the reliability improvement resulting is that we will return 4 additional aircraft to the user after one complete cycle.

Is the C-5 maintenance transformation working? It’s still early in the game, but there are indications it is. The prototype MSG-3 PDM aircraft was “sold” after only two functional check flights. There were only a few minor write-ups after the first flight, which were quickly corrected. Aircraft entering functional check flight after a legacy PDM often required five or six flights.

We are also tracking MC rates before and after Isochronal Inspections in the field. So far, we are averaging a 15 percent increase in MC rates for the six months after the ISO as compared to six months before the ISO.

Aircraft Availability is fundamental to the Air Force mission. The Galaxy Division is committed to making sure it happens, and maintenance transformation is one of the ways we are doing just that.

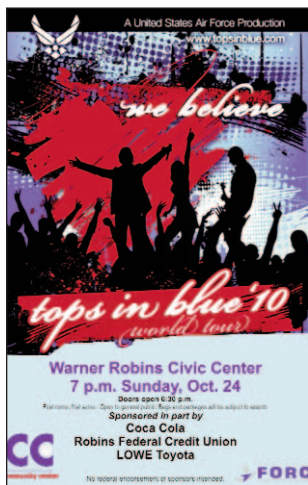
78th FSS BRIEFS

ON TAP

Movies Under The Stars
Today
Starts at dark
Monster House
Bldg. 956
For details, call 926-2105.

Texas Hold 'Em Sundays
Sign up 1:30 p.m.
Games begin 2 p.m.
Heritage Club, Bldg. 956
Members \$10, Guests \$15.
For details, call 926-7625.

Tops In Blue
"We Believe" Tour
Sunday
7 p.m.
Warner Robins Civic Center
For details, call 926-2105.



Salary negotiations
Tuesday
9 to 11 a.m.
Readiness Center, Bldg. 794
For details, call 926-1256.

UPCOMING
Six Flags Over Georgia
Fright Fest, \$30
Now through Oct. 31
ITT, Bldg. 956
For details, call 926-2945.

Big BINGO "Trick or Treat"
Oct. 28
7:15 p.m.
Bldg. 956
\$200 games and candy

For details, call 926-4515.

NASCAR – Talladega
Oct. 30-31
\$45 and \$95
For details, call 926-2945

Blue Man Group
Universal Studios
\$49 per person
For details, call 926-2945.

ONGOING
Glow-in-the-Dark Bowling
Fridays and Saturdays
9 to 11 p.m.
For details, call 926-2112.

Cheerleading Classes
Saturdays
Youth Center, Bldg. 1021
\$40 per month
For details, call 926-2110.

October Golf Special
Sunday through Friday
After 1 p.m.
Pine Oaks Golf Course
Play 18 holes, cart included
\$19
For details, call 926-4103.

Football Frenzy
Sundays
Doors open at noon
Heritage Club, Bldg. 956
For details, call 222-7864.

Salsa Classes
Tuesdays
5:30 to 6:30 p.m.
Heritage Club Ballroom
For details, call 926-2105.

Ballroom Dancing
Thursdays
6 to 7 p.m. & 7 to 8 p.m.
Heritage Club
For details, call 926-2105.

Private Golf Lessons
\$40 per half hour
Pine Oaks Golf Course
For details, call 926-4103.

Golf Punch Cards
20 nine-hole rounds
\$120, \$220 with cart

For details, call 926-4103.

Guitar lessons
\$85 per person
For details, call 926-2105.

The Afterburner
Located in Bldg. 166
Weekdays, 5 a.m. to 1 p.m.

Fundraising opportunity
Pine Oaks Golf Course
\$22 per player
For details, call 926-4103.

TOASTMASTERS CLUBS:
Procurement
1st and 3rd Thursday
Noon
Bldg. 300, Foyer North End
between E & W Wing
For details, call 714-0409.

Aerospace
2nd and 4th Wednesday
11:30 a.m.
Bldg. 1555
For details, call 919-0624.

Ravens
1st and 3rd Wednesday
11:15 a.m.
Bldg. 300 East Wing
Room F533
For details, call 926-9513.

Total Force
2nd and 4th Thursday
11:30 a.m.
155 Richard Ray Blvd.
For details, call 327-1654.

Fitness Center Renovations
Refinishing of the basketball court should be complete by mid-November. The fitness center's main cardio room is also being renovated with new flooring, a new fan and paint. It will reopen in December. Until the work is complete, patrons are encouraged to use the old fitness center in Bldg. 827, or the Fitness Center Annex, Bldg. 301, Bay H.



U.S. Air Force photo by SUE SAPP

Blood work

Cynthia Simon gets her blood checked by Kelley Denney at the Triple Ribbon Health Fair. October is Breast Cancer Awareness Month, Domestic Violence Awareness Month, and Drug Awareness Month. Denney, Civilian Health Promotion Services director, said her office does blood work without appointments Mondays from 7:30 to 9:30 a.m.

NOW PLAYING

Tickets - \$4.50 adult; \$2.50 children (up to 11 yrs)
For details, call 926-2919.



TODAY
7 P.M.
THE LAST EXORCISM
R



SATURDAY
6:30 P.M.
THE EXPENDABLES
R

78th FSS DIRECTORY

- ▶ FSS Administration926-3193
- ▶ Community Center926-2105
- ▶ Outdoor Rec926-4001
- ▶ Base Chapel926-2821
- ▶ Arts & Crafts926-5282
- ▶ Horizons926-2670
- ▶ Heritage Club926-2670
- ▶ Library327-8761
- ▶ HAWC327-8480
- ▶ Fitness Center926-2128
- ▶ Fitness Center Annex222-5350
- ▶ Youth Center926-2110
- ▶ ITT926-2945
- ▶ Bowling Center926-2112
- ▶ Pine Oaks G.C.926-4103
- ▶ Pizza Depot926-0188

ENERGY

Continued from 1A

“We have a concerted effort underway to develop metrics so we can, with accuracy measure our progress, and identify where we have weaknesses and where we’re excelling,” Schwartz said.

The general discussed the Air Force’s pursuit of more fuel-efficient machines, citing the C-5 Galaxy engine redesign program as an example.

A fully loaded C-5, as it was formerly configured, needed to stop for refueling in Europe while enroute



from Dover Air Force Base, Del., to Incirlik Air Base, Turkey.

“With the new engines on the airplane, it can now take off from Delaware and fly direct to Incirlik, non-stop, with the use of about a third less fuel overall,” the general said.

As the world’s largest consumer of hydrocarbons, the Air Force is increasingly moving toward conservation and renewable energy as a “long-term imperative with near-term urgency,” Schwartz

said.

Transporting fuel to areas like Afghanistan has proven expensive and dangerous, Schwartz added.

“We need to foster a culture which is aware each gallon saved is a gallon not transported, and that leaves us clearly better off,” he said.

– **Editor’s note:**

*Lisa Daniel,
American Forces
Press Service,
contributed to this report.*

AFPAAS

Continued from 1A

crisis.

The system shares information with commanders and the Airman & Family Readiness Center, allowing the Air Force to account for personnel and their families affected by a widespread catastrophic event.

Personnel readiness managers track accountability while readiness center case managers track and assess members and their families requesting assistance. AFPAAS and the A&FRC work together by providing affected members and families with case managers, counselors, subject matter experts, and community resources and services. They assist with things like medical care, transportation, housing (temporary and permanent), money matters, legal services, and counseling.

Members logon to or call to provide their location and also note the level of assistance they require, ranging from “no needs/not affected” to “immediate needs.”

You can access AFPAAS from any computer at <https://afpaas.af.mil>. If you are displaced from your home or office, you can contact someone with internet access and ask them to use AFPAAS on your behalf. Additionally, you can request assistance from local authorities and relief agencies.

If you don’t have internet access or need assistance, you can call the Air Force Personnel Readiness Cell at 1-800-435-9941 or AFPAAS Help Desk at 1-866-946-9183 or 1-619-553-8167.

Robins will periodically conduct AFPAAS accountability exercises to familiarize members with the system.

