Air recirculation system in Robins paint depaint facility earns special recognition

BY HOLLY L. BIRCHFIELD

An air recirculation system used to give workers clean air to breathe in the paint depaint facility at Bldg. 59 at Robins recently received special recognition for its environmental and safety benefits.

The project was recognized in early July as part of the “You Have the Power” campaign under the Federal Energy Management program with the Department of Energy. The campaign began in 1997, with 20 federal agencies participating in the drive.

Jerry Thorton, base project manager in the 778th Civil Engineer Squadron’s Design and Construction Management Branch, said the program helps the agencies reach milestones in energy savings. “The campaign helps federal agencies reach their energy goals by raising awareness about energy efficiency of federal agencies and recognizing innovative energy and waste-saving practices and technologies,” he said.

The 225,000-square-foot paint depaint facility, which is located just inside Gate 2 at Green Street, is comprised of two 60,000-square-foot bays used for the paint and depaint process of C-5 Galaxy, C-17 Globemaster III, and other similar-sized aircraft.

Mr. Thorton said the facility’s paint bay is now in full operation and has processed five aircraft per day.

“People see us and recognize us as being interested in the environment and want to make the right decisions,” said Cadet Cody Herman, a Mississippi State University senior majoring in supply management initiatives. These new processes will reduce administrative time, costs and ultimately save money. “We’ll be completing the project by mid-2008,” said Herman.

Cadet Cody Herman, Patrick Fennessy and Patrick Flynn listen as Senior Airman Samuel Finch, F-15 Depot technician, explains test results of the low-volt power supply for an F-15.

Sealing the deal

Patrol on target for mid 2008 grand opening

BY HOLLY L. BIRCHFIELD

The Museum of Aviation’s plans for a new World War II hangar have recently produced tangible results that can be seen from Hwy. Highway 247.

Construction began moving on the 160,000-square-foot hangar, which is to be located just north of the museum’s Century of Flight Hangar, with a ceremonial ground breaking in September.

In a matter of a few months, site work completed and by June of this year, framing for the hangar will be complete.

“We presently have 51 acres at the museum and we have four buildings,” said M. R. Odum, Capital Campaign director for the Museum of Aviation Foundation. “We hope to have an additional 5 acres in this hangar, which will be completed by mid-2008, and the Museum of Aviation and the Museum of Aviation Foundation couldn’t be happier.”

The sprawling hangar will house about 16 World War II aircraft and several displays including the Flying Tigers, the 14th Air Force, the P-40 Warhawk, the Tuskegee Airmen, and the story of the hump pilots from the war era.

About three aircraft from each of the museum’s existing buildings and about three to four aircraft from the museum’s outside displays will jointly create the hangar’s aircraft display.

The Museum of Aviation’s hangar, scheduled to be completed by mid-2008, stands ready to accommodate the 16 aircraft.

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About three aircraft from each of the museum’s existing buildings and about three to four aircraft from the museum’s outside displays will jointly create the hangar’s aircraft display.
The new facility’s air recirculation system works by taking the 2.5 million cubic feet per minute of air that is required to be processed through the hangar’s bays and returning 80 percent of that air flow as clean air.

The air, which has been heated or cooled and humidity controlled, represents a lot of energy that is being returned into the system instead of being exhausted out of the stacks, Mr. Thovson said. He said the air recirculation system means big savings for Robins.

"By doing air recirculation, we’ve reduced the peak cooling electrical demands from over 60 megawatts to just one and a half," he said.

To put those statistics into perspective, Mr. Thovson said the base runs about 60 megawatts. Without air recirculation, the Paint Deport Facility would’ve easily gone up to 30 percent of the entire base’s load in that one building.

The project manager said the building’s natural gas demand was reduced from more than 200,000 cubic feet per hour to less than 50,000.

In all, the air recirculation system saves about $2 million in heating and cooling costs each year. That money will go to support flying missions, Mr. Thovson said.

"My part of the project (was) to be sure that it was in compliance with Occupational Safety and Health Administration regulations and that workers were always in a healthy situation," he said.

Ms. Hurley said after some debate with team members and OSHA that work was right on. The project involved a three-stage filtering mechanism where air goes through and is monitored for organic chemicals.

"If at some point our monitor detects high levels of chemicals in that recirculated air, it will shut down paint guns and it will automatically bring in 100 percent fresh air so that workers will never be compromised," she said.

Audible and visual alarms will also be indicators to workers if chemicals are detected in the recirculated air, Mr. Hurley said.

Kyle Moody, a mechanical engineer in the 402nd Aircraft Maintenance Group’s Aircraft Maintenance Support Squadron who represents facility users’ needs in the project, said the system went over well with workers.

"The workers are real happy with what they’ve seen so far," he said, and looking at Bldg. 54 where they’re coming from (One of the workers) said, “We went from the Beverly hillbillies to Beverly Hills. They’ve got a real nice facility,” Mr. Moody said.

The air recirculation process is constant when the paint process is ongoing, Mr. Thovson said. All air on the deck is completely washed every two to three minutes.

The “You Have the Power” campaign poster series highlights extraordinary contributions of both people and projects. The posters recognize innovative energy and waste-saving practices and technologies. Posters from the campaign will be distributed throughout the Air Force as part of Energy Awareness Month in October.
Ms. Ashmore said plans are already in the works for the hangar’s displays.

“We’re already in the planning for the story line and for all of the artifacts and everything that will come together inside the building,” she said.

The hangar will accommodate five large exhibits, Ms. Ashmore said.

Pat Bartness, president and chief operating officer of the Museum of Aviation’s Foundation, said he’s looking forward to what the hangar has in store.

“It’s going up very quickly, as everybody can see,” he said. “We must be at least six weeks ahead of schedule, so that’s a good thing. We want to get it up as soon as we can so as many World War II veterans as possible can see it and appreciate it and know that we’re going to remember them and think about the tremendous things they did in World War II.”

The aviation museum foundation president said the new addition will bring many educational opportunities for teaching math, science and meteorology lessons tied to the war.

In addition, Mr. Bartness said the moving of aircraft from areas like the Eagle Building and other nearby hangars will create room for displays that center on Robins Air Force Base’s more current missions and the history of how Robins came to be.

Ken Emery, Museum of Aviation director, said the World War II hangar will allow the museum to better tell the story of aviation history.

“We're really excited about the hangar going up,” he said. “Of course, it’s going to add 60,000 square feet to display space and that’s 60,000 square feet for us to shelter some aircraft out of the weather. We’re looking towards the end of the year as the building finishes up to move the first airplanes inside.”

Once the hangar is completed with displays and aircraft, the building will be worth $5.4 million.

The Museum of Aviation’s Foundation has been raising the money for the project through various means and continues to find means to fund the project.
Air Force Honor Guard Chief proud to serve

Staff Sgt. Christopher Johnson, 78th Communications Squadron, is weighed and added to a manifest July 17, by Hope Johnson, chief of internal command's procurement. Staff Sgt. Christoper Johnson, 78th Communications Squadron, is weighed and added to a manifest July 17, by Hope Johnson, chief of internal command's procurement.

As a young officer assigned to the 78th Air Base Wing, Johnson is living a life full of responsibility and accountability.

Johnson was a combat controller in the Air National Guard before transitioning to the Air Force Reserve in 2000. He joined the Air Force Reserve 354th Medical Support Squadron in 2002.

Johnson became a medical immune system controller, a role that involves providing health care to active duty service members and former service members.

Johnson’s movement of a patient, any time, without regard to time or day, is a vital part of his role in the Air Force Reserves.

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Three named for 2007 Federal Manager Association award

BY HOLLY L. BIRCHFIELD
holly.birchfield@robins.af.mil

With a worthy con-
tenders competing for the 2007 Outstanding Federal Manager of the Year award, narrowing down the list was too tough, but the 2007 Managers of the Year Committee chose three award recipients.

Those recipients – Donna Frazier, 402nd Electronics Maintenance Group deputy director; M cKie C randford, chief of C-130 Contracting at the A ircraft Support Group; and B ob C ampbell, chief engineer in the 782nd Combat Support Group – were recognized during the FMA Chapter 121 awards luncheon at the Officer’s Club July 11.

Additionally, three high school seniors from local schools each received $500 scholarships from the associa-
tion. Recipients i n c l u d e d L a c e y H arraga, a senior at H ouston County High School; Dennis Bringslid, a sen-
or at Houston County High School; and Brandon Gochneour, a senior at First Presbyterian Day School.

The Outstanding Federal Manager of the Year Awards are presented for outstanding contribu-
tions in promoting efficiency, economy, improved operations, and the elimination of fraud, waste, and abuse in government.

Mrs. Frazier, who just recently joined FMA, said the news of her honor was surprising.

“I’m hon-
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nized, but it was from the work that my squadron director and the other managers and the workforce did that allowed me to be recog-
nized.”

The 45-year-old Warner Robins native said she thinks the accomplishments of the 402nd

EMMG being able to meet warfighter requirements, in

her honor.

“We had a lot of change in the last year,” she said. “We had a complete turnover of our squadron staff and our group-

level staff, as all new man-

agers; all new EMMG’s. It’s just a culmination of new team being put together and the success that new blood

brought to the organization.”

Mr. Campbell also gave much

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right appraisal, but, when it comes your turn and you’re nominated, it’s quite an

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She said her organization was able to achieve these
tasks quickly for the warfighter.

“We did a lot of change in the last year,” Ms. Cranford said. “We are leaders, movers, and shakers at Robins. They (the judges) had a tough job setting out who to pick for the three awards, but everybody definitely is a shining star in the Robins community.”

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## Antiterrorism award

Capt. Nicholas Phillips and Tech. Sgt. Jeffrey Toellner, 78th Air Base Wing antiterrorism and force protection professionals, earned AFMC’s best Antiterrorism Program award. (Photo of Captain Phillips was unavailable.)

## Long Term, Full Time selectees

The following people have been selected by the local Long Term, Full Time Academic Degree Program selection board to begin school this Fall:

**402nd Maintenance Wing**
- William Gambill
- Robin Hamley
- Daniel P. Hayes
- Victor Joisy
- Paul R. Kempton III

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- Dexter Carlton
- J. N. Martin
- J. Lauer Micks

**WR-ALC Information Technology Directorate**
- Kevin Carter

**542nd Combat Sustainment Wing**
- Michael W. Rogers

## ROBINS RETIREMENTS

The following people have been announced as optional civilian retirees:

- James Baldwin
- Stanley Childs
- Kenneth Cook
- Gary Craig
- Charles Crowe
- Patricia Culpepper
- Kyle Dismuke
- Charles Gibbs
- Thomas Goodson
- Daphne Kelley
- Lottie Haugabrook
- Walter Haywood
- Melvin Hudson
- Winfred Huff
- Robert Hunt
- David Lamb
- Chester Proway
- Von Putnam
- Chris Purvis
- Billy Rogers
- Jeffrey Rosecrans
- William Schollf
- Howard Smith
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What’s all the Flap about

Flap shop maintainers proud to serve their country on the back line

By AMANDA CREEL

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Steve Foote makes a repair to correct a rivet hole size.

Shawn Hickman, a flap shop employee, replaces a spar on a flap July 17. The flap shop is a part of the 42nd Maintenance Wing’s Commodities Maintenance Group.

By AMANDA CREEL

Julie Cates (left) and Rodney Slocumb take apart a flap for repair in the tear-down area of the shop.

By AMANDA CREEL

Flap shop maintainers are constantly trying to find leaner methods to complete the necessary repairs. One of the changes the future will bring is members of the flap shop team will soon no longer be required to manufacture their own skins for the flaps so the team can focus on installing the skins on the flaps.

Mr. Wilder said the responsibility of supplying parts to those fighting the war against terror makes all the maintainers take pride in each flap they repair.

“I’m not on the front line. I’m on the back line, but my job is important because they (those on the front line) are relying on us,” said Mr. Wilder. “My job is to supply them with what they need to fight the War on Terror. We are serving our country on the back line.”

Odum, first-line supervisor for Repair) and then anybody around the world can get them to the warfighter in an improved condition. Each flap goes through several stages of maintenance before the flap is ready to return to supply and support the Air Force mission once again.

When the flap arrives to the flap shop, members of the team drill it down and remove all the skins of the flap before sending it to Bldg. 180 to be cleaned and depainted, Mr. Odum said.

“We can’t really see the corrosion until they clean and depaint,” Mr. Wilder said.

Once it returns, the team starts the structural repairs and upgrades to the flap. The structural work requires that additional ribs and stiffeners be added and any corrosion, bends or breaks to the existing ribs or spars be replaced.

“If it is corroded, you can just break it off like a potato chip,” Mr. Wilder said.

The structural repairs increase the thickness of the flap, which helps the flap perform better once reinstalled on a C-130.

“We are just beefing it up a little more,” Mr. Wilder said.

After all the structural work is repaired it is sent back to Bldg. 180 to get primed on the inside.

The team then uses the old skin as a drill template to help them start drilling holes for the new skins. Then it is easier to place the new skin on the flap and continue drilling the holes.

“Every skin has to be replaced. About nine skins total have to be replaced,” Mr. Wilder said.

Then it goes back to Bldg. 180 for the final paint before returning to the shop for final touches, such as the last trailing edge skin. Once it is installed, the flap is checked for foreign-object damage, cleaned and sealed.

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The team then uses the old skin as a drill template to help them start drilling holes for the new skins. Then it is easier to place the new skin on the flap and continue drilling the holes.

“Every skin has to be replaced. About nine skins total have to be replaced,” Mr. Wilder said.

Then it goes back to Bldg. 180 for the final paint before returning to the shop for final touches, such as the last trailing edge skin. Once it is installed, the flap is checked for foreign-object damage, cleaned and sealed.

Members of the team are constantly trying to find leaner methods to complete the necessary repairs. One of the changes the future will bring is members of the flap shop team will soon no longer be required to manufacture their own skins for the flaps so the team can focus on installing the skins on the flaps.

Mr. Wilder said the responsibility of supplying parts to those fighting the war against terror makes all the maintainers take pride in each flap they repair.

“I’m not on the front line. I’m on the back line, but my job is important because they (those on the front line) are relying on us,” said Mr. Wilder. “My job is to supply them with what they need to fight the War on Terror. We are serving our country on the back line.”
Donors are accepted at the Robins AFB Community Welfare Center 2520 Shaw Bldg. 826 will be closed for cleaning at 8 p.m. for this trip. Register by July 30.

A Link up 2 Golf reunion will be held on Monday and Tuesday starting at 4 p.m. for all former graduates. A 25-hole golf event and prize drawings. For more information, call the community center at 505-228.

The Robins Officers’ and Enlisted Clubs present the Superstar Comedy show, featuring Steve Carell, Morgan Freeman, Steve Carell, Morgan Freeman, Steve Carell, Morgan Freeman. This is a first-come, first-served basis for the table. For that special occasion, call the officers’ club at 926-228.

Enjoy a free dinner today! Join us for lunch at Landon’s Bistro from 11 a.m. to 1 p.m. For more information, call the officers’ club at 926-228.

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Savory baked chicken a favorite for Robins chef

BY HOLLY L. BIRCHFIELD
holly.birchfield@robins.af.mil

Like many men, Desmond Culler likes to work with his hands. But instead of working on cars or tinkering in the garage or taking on a home improvement project, the 40-year-old Perry, Ga., native loves to cook.

Mr. Culler has served as the senior chef at the Wynn Dining Facility for 15 years. But the military crowd isn’t the only customers the father of eight has cooked for. Mr. Culler has shared his culinary wealth at local restaurants and a well-known church in the Warner Robins community.

Mr. Culler’s cooking is still featured in the Middle Georgia community. He and his wife, Sharon, cater wedding receptions at his church. It was the chef’s connections in the community that led him to keeping military members’ appetites well-fed at Robins.

Mr. Culler’s menu gives military patrons a wide variety of options to satisfy their hunger. Out of all the creations he’s authored, his savory baked chicken is one of his more impressive dishes, the chef said.

“It seems I just mastered it,” he said. “I get a lot of compliments from people about it. I just love doing it. Everywhere I fix it, the people enjoy it.”

If people are looking for something different, Mr. Culler said his savory baked chicken is the main course to take.

“It’s different,” he said. “You know everybody gets the baked chicken and teriyaki chicken and stuff like that, but a lot of people hadn’t tasted the savory baked chicken.”

Green beans, mashed potatoes, or any other side item would serve as good complementary dishes for the chicken entree.

“People are looking for something different, Mr. Culler said and his savory baked chicken is the main course to take.

“I just like satisfying people,” he said. “I like the public in general.”

Work isn’t the only place he cooks. He often tries his hand in his own kitchen on special occasions.

“I cook the big dinners like Thanksgiving and Christmas,” he said. “My wife cooks the everyday cooking. The chicken entree.

item could serve as good complementary dishes for the baked chicken.”

For eight years, Dempsey Ventress sat among his peers at the Auto Test Conference and admired those who had earned the John Slattery Professional Achievement Award.

Now, Mr. Ventress, chief of the Support Element Engineer and a supervisory general engineer in the 402nd Electronics Maintenance’s Group’s Automation Depots in the 402nd Automation Wing, is celebrating his own earning of the honor.

The 2007 John Slattery Professional Achievement Award is presented to an individual who has made major contributions to improving the state of automatic testing in support of the national security posture of the United States.

The award is sponsored by the Automatic Testing Committee of the Systems Engineering Division of the National Defense Industrial Association and honors the memory of John Slattery for his professional contributions to the advancement of automated testing.

Mr. Ventress, who has been in his current role since 1999, has managed the organic design and build of Versatile Depot Automatic Test Stations which resulted in the building of eight VDATS digital and analog testers and two radio frequency auxiliary units for fiscal 2007 on schedule and within budget.

The professional was also responsible for the creation of a common-instrumented tester concept, submitted as a transformational project, and approved for funding, providing capability to move workloads among all the like-instrumented VDATS testers within the 402nd Automation Depot.

When Desmond Culler isn’t fixing something delicious for the Wynn Dining Facility customers, he can be found in his own kitchen cooking delicious dishes, like his famous savory baked chicken.

Savory Baked Chicken

10 pounds of chicken
1 pint of dry wine
1 pint of salad oil
1 pint of soy sauce
2 tblspoons of garlic powder
2 tblspoons of onion powder
1 tsp of black pepper
2 tblspoons of parsley flakes
Salt to taste.

Mix ingredients well and marinade chicken in the mixture in a mixing bowl for one hour. Bake at 350 degrees for one hour.
INFORMATION TECHNOLOGY TRADE SHOW

The annual Information Technology Trade Show will be at the Robins Community Center Aug. 8 from 9:30 a.m. to 1:30 p.m. Major technology companies will be demonstrating the latest, fastest and “best of show” computers, related hardware and accessories. It is the perfect forum for IT users, buyers and planners to discuss requirements and future IT challenges with knowledgeable federal sales representatives.

The event is free and open to everyone. Extensive catering during the event will be provided. Visit http://www.global-shows.com/Special for a copy of the show flyer.

SCHOOL PACKETS

The date of packet pick up for classroom assignments, purchasing lunch credits or completing an application for the free and reduced lunch program has been set for Aug. 3 from 8:30 a.m. to 3 p.m. If you miss this date you may still pick up the packets and classroom assignments on another day after Aug. 3. Lunch credits will not be available for sale after Aug. 3 until school begins.

LOST AND FOUND

A military duffel bag with contents, a class ring, a tent, a sleeping bag, a hand broom, a child bike, a tripod, various pocket knives, a watch, a set of keys, two machetes, a gold necklace, an aircraft picture, a monitor panel, three gym bags with contents, a bicycle helmet, a bag with electronic contents, and numerous NVG cases have been found. To identify lost property, call Ruben Martinez, found property custodian, at 926-5271.

BLOOD DRIVES

The Armed Services Blood Program and the American Red Cross will host blood drives at Robins Aug. 17.

Locations are as follows:

- Armed Services Blood Program
  - Youth Center— 8:30 a.m. to 3:30 p.m.
  - Cotton Auditorium— 8:30 a.m. to 3:30 p.m. Donations made at this location will directly support our troops fighting the Global War on Terrorism.

- American Red Cross (Mobile Unit):
  - Headquarters Air Force Reserve Command — 8 a.m. to 2:30 p.m.
  - Bldgs. 640 and 645 — 8 a.m to 1 p.m.

Donations made at this location will directly support our local community.

For more information or to schedule an appointment call DSN 497-7931, commercial 327-7931 or e-mail Staff Sgt. Garah Hammack at garah.ham-mack@robins.af.mil.

HISPANIC HERITAGE OBSERVANCE COMMITTEE MEETINGS

The Robins Hispanic Heritage Observation committee meets every Tuesday in the Georgia room of the Robins Officers Club at 11:15 a.m. For more information call 2nd Lt. Ron Major at 327-6207 or Lorenzo Davila at 926-5678.