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

The Galaxy is the Air Force’s Block 1C C-5M Super Galaxy, built by Boeing. The 78th Airlift Wing at Dover AFB, Del., is the only unit in the Air Force to operate the C-5.

The Galaxy is an important part of the Air Force’s mobility mix. It is a high-capacity, low-maintenance aircraft that can provide rapid response anywhere in the world.

The Galaxy is capable of carrying 256 passengers or 70 pallets of cargo, or a combination of passengers and cargo.

The Galaxy’s ability to carry a large number of passengers or cargo allows the Air Force to provide a variety of missions, including humanitarian assistance, disaster relief and troop transport.

The Galaxy can also be equipped with special mission pods, which allow it to perform a variety of roles, including medical evacuation, cargo transport and aerial refueling.

The Galaxy’s capabilities make it a valuable asset for the Air Force, and the 78th Airlift Wing is committed to maintaining and operating this aircraft in order to support the Air Force mission.

The Galaxy is flown by a team of trained and dedicated professionals who are committed to achieving excellence in all aspects of their work.

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

A survey conducted by the Rand Corp. at bases throughout the country’s ability to accomplish the mission, was prompted by the underlying issue behind many of the suicides was people having a sense of being “overwhelmed” and not know- ing how to cope with problems.

Complete survey results are still pending.

**Carpool**

**SURVEY**

As with past surveys, unit leaders will have the chance to complete an interactive online survey and submit their feedback to help improve the survey design, make it easier for participants to complete, and ensure the effectiveness of the final product. The survey is anonymous and confidential. Participation is voluntary and does not affect what you will receive or the way you will be treated.

**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 partic- ipate should turn exterior lights off.

Security Forces and volunteers will also monitor safety in the housing areas with their annual Pumpkin Patrol. Anyone interested in volunteering should contact Stufl Sgt. Angela Curby at 222-1992 or Staff Sgt. Jeffrey Aklaa at 222-1994.

The Pumpkin Patrol kicks off this Halloween with its annual Pumpkin Give-away for children 12 years and younger. People are asked to decorate their vehi- cles and park in a closed-off area, where trick-or-treating will be done at the cars.

**Threat level calls for renewed vigilance**

All military, civilians, contractors, and family members should maintain a heightened level of vigilance and awareness of their sur- roundings. 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 terrorism,” Greene said. “We should always be attentive and aware. Many potential threats have been suppressed because of cautiousness and alert people.”

Intelligence reports continue to assess Al-Qaeda and its affiliates are plott- ing 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 Bombing.

*This type of tactic indi- cates our adversaries are determined to recruit and place terrorist operatives inside the United States,* Greene said. Everyone is encouraged to be aware of their sur- roundings and report any suspicious behavior or activity by calling 926- EYES (3937). In an emer- gency, 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 926-4740 or 572-508-4429 or 9429.
Staff Sgt. Tim Lineweaver, 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.

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.

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.

Snap Shots

Snap Shots

Snap Shots

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

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

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

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Editor’s note: This is the second in a series of personal accounts from those who have benefited 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.

On Aug. 4, I received a call from the Robins Command Post with the worst possible news for a squad commander: 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 of our fellow member, many times I found myself asking, “Why did he do differently to prevent this tragic loss?”

We have stressed 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 apply to this accident, I wondered what safety messages could have impacted him.

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

Vehicle drivers have many responsibilities to transport themselves and their passengers safely. Making split-second decisions means they have to do their best to drive defensively.

Driver awareness is crucial to vehicle safety in any road condition, but especially in the fast-moving congested city conditions that can be found in the Aesculus County High School area and on the roads leading to it.

Focus on the road: Are you alert and in control of your vehicle at all times? Are you paying attention to the car ahead of you or your lane? Are you watching the road or is your attention anyplace but on the road?

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 entering their lives or 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 her/him to make important split-second driving decisions to save your life?

Focus on the road: As a passenger, you have the responsibility to ask by providing “another set of eyes” to identify possible dangers. Before entering a vehicle, a passenger must make the decision to avoid the distraction of the device, and to consider a driver’s attention is anyplace 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 Crousecy, 54th CBCS commander

Driver, passenger awareness

Making a difference every day

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 effective and efficient way to resolve a problem or complaint is to directly contact the responsible organization. This gives the organization a chance to hear the problem and take the time to improve its process.

Please include your name and a way of reaching you, so we can provide a direct response. Anonymous action lines will not be processed. Disrespectful or disrespectful submissions will not be processed.

To contact the Commander’s Action Line, call 926-2886 or e-mail action.line@robins.af.mil.

Hopeful to see you soon...”

ViewPoints

Why we do what we do

Many of us watched the dignified transfer Oct. 14 of 21-year-old Marine Cpl. “Coty” Sockalosky of Connel, who was killed in combat in Afghanistan. A 2007 graduate of Crisp High School, Sockalosky was assigned to the 2nd Battalion, 9th Marine Regiment, 2nd Marine Division, Expeditionary Force at Camp Lejeune, N.C.

We were saddened by the loss of a young man. We sought help at Wilford Hall Medical Center in San Antonio, where our son was diagnosed with autism.

Of course you can’t have a larger family without the love and support of Robins personnel and their families. They may not exceed 50 words or exceed one inch margins. All submissions must be typed in Times New Roman, 12-point, with 1-inch margins. All submissions will be subject to content on the company’s special pages.

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

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

— Commentary by Elizabeth Oakley Barriger, WR-ALC/Engineering Logistics Technical Center

WR-ALC/VISION

WR-ALC MISSI N STATEMENT

Participants in the annual drive can help people like Ty just by donating to the Combined Federal Campaign.

For more information, visit https://wwwmil.robins.af.mil/actionline.htm.

“Never confuse movement with action.” —Ernest Hemingway

— Commentary by Faith Alice Rock-Wilder, WR-ALC/Engineering Logistics Technical Center

USD(AF)/CMAU

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

Sockalosky was killed in action Oct. 6 while supporting combat operations in Afghanistan.
**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 months. If it is not included in the computation of 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 (d) 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 (Civilian Retirement System) or a military retirement.

If you are retired military, you may combine your military service with your federal civilian service for retirement, if you pay the military deposit. However, you will be required to waive your military retired pay, if 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 civilian retirement purposes (deposit rules apply).

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

### Upcoming Exercise

The 482nd Aircraft Maintenance Squadron will conduct an exercise Nov. 1 to 5 at Warner Air Base.

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

Exercises held at WAB are designed to provide a realistic wartime expeditionary training experience to prepare and provide Roberts 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 citizens 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.

### Upcoming Saturday is Robins MILITARY RETIREES APPRECIATION DAY

Breakfast will be served at 6:30 a.m. at the Winn 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. Raffles will be given away throughout the day.

For more information, call Emure Museum at 327-4707.

### Ectecera

To have the name of an approved leave recipient posted in the Rev-Up, e-mail a resume to lamonest.aske@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://vltc.b.TXT/.

**REPORT ANY SUSPICIOUS ACTIVITY USING THE 24-HOUR TIPS LINE.**

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**On the Fly**

**Tops in Blue**

**A Post 56 deposit computation does not constitute an emergency situation.**

For enforces 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 (d) a deposit is made for military service (when applicable).

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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.

Continued from 1A

GALAXY

The Robins Rev-Up • October 22, 2010
$200 games and candy  
Bldg. 956  
7:15 p.m.  
Oct. 28  
Big BINGO “Trick or Treat”  
For details, call 926-2945.  
ITT, Bldg. 956  
Now through Oct. 31  
Fright Fest, $30  
Six Flags Over Georgia  
UPCOMING  
For details, call 926-1256.  
Readiness Center, Bldg. 794  
Tuesday  
Salary negotiations  
For details, call 926-2105.  
Warner Robins Civic Center  
7 p.m.  
Sunday  
“We Believe” Tour  
Tops In Blue  
For details, call 926-7625.  
Members $10, Guests $15.  
Heritage Club, Bldg. 956  
Games begin 2 p.m  
Mon - Thurs  
Movies Under The Stars  
“THE LAST EXORCISM”  
Tonight  
7 P.M.  
FSS Administration  
509-3193  
Community Center  
509-3105  
Outdoor Rec  
509-4301  
Base Chapel  
509-2821  
Enlisted  
509-2082  
Sports  
509-2070  
Arts & Crafts  
509-2082  
Library  
327-6791  
HMW  
327-6440  
Fitness Center  
509-2125  
Fitness Center Annex  
509-2190  
Youth Center  
509-2110  
ITT  
509-2945  
Youth Center  
509-2110  
Pine Oaks G.C.  
509-4103  
Pizza Depot  
509-0188  
22 23 24 25 26 27 28  
Sue Sapp  
U.S. Air Force photo
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.

ENERGY

Continued from 1A

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.

AFPAAS

Continued from 1A

– Editor’s note: Lisa Daniel, American Forces Press Service, contributed to this report.