



ROBINS REV-UP

'Team Robins - Performing to Our Potential'

'Making Tomorrow Better than Today'

Feb. 20, 2015 Vol. 60 No. 7

Digging Up the Past

Robins AFB home to 68-year-old crash site

BY ANGELA WOOLEN

Robins Public Affairs

The swamp is slowly burying the metal remains. Sixty-eight years ago, seven people were killed when a UC-45 crashed shortly after takeoff from Robins Air Force Base.

The airplane was returning to Wright-Patterson Air Force Base with its crew of inspectors. Shortly after 9 p.m. on Feb. 13, 1947, it crashed into the swamp just north of the runway which at that time ran from north to south.

Six military men and one civilian died in the crash. The bodies of the men were all recovered. Lt. Col. Gilbert E. Layman, Capt. William W. Whalen, Lt. Col. Robert A. Zaiser, 1st Lt. Laverne W. Gonyer, Tech. Sgt. Austin E. Casebier, civilian T. R. Billings and Maj. Charles H. Greiner were those who perished in the accident.

Two of the pilots had extensive flight experience. Zaiser, the listed pilot at 33 years old, had 1,092 total flight hours, with 166.5 hours in this particular type of aircraft, according to the accident report.

Conflicting stories from witnesses said that Layman was the pilot. Whalen was listed as the co-pilot but there are witness accounts that he was not in one of the two front seats at takeoff.

The plane was loaded with fuel for its roughly 600-mile journey to Ohio. An explosion was heard by several witnesses.



About the UC-45

After the start of World War II, the Army ordered more than 1,500 Beech Model C18S aircraft and designated them UC-45F. The F model was similar to earlier types, but it was configured with a seven-place interior. The nose was lengthened by five inches to allow the cockpit to be moved slightly forward.



U.S. Air Force photos by ROLAND LEACH

Clockwise from left, Bill Paul, collections manager at the Museum of Aviation, inspects a piece of the aircraft during a site visit Feb. 11. Paul, assisted by museum curator Mike Rowland (in blue) and museum volunteers Arthur Sullivan and Jeff Brett, carry a propeller from the crash site. A piece of the engine still lies in the swamp.



Check out the video story on the Robins Facebook page or on the official Robins website at www.robins.af.mil

"The force of the impact ripped off the propeller," said Bill Paul, collections manager at the Museum of Aviation. "It was moving fast when it hit to tear it up like it did."

Weather most likely a factor

During Paul's research, weather was most likely a factor in the crash. A low ceiling and a typical February

evening caused the aircraft to hit one tree after another. The second tree that was hit was about 75-feet tall.

The remains of the aircraft are strewn about in a 450-foot by 50-foot area. Trees have fallen on part of the cockpit. Pieces of the side section of the plane stick out of the murky water. Moss has settled on one of the exposed engines and the tail section a few feet away. Smaller pieces scattered around the area are buried beneath dirt and leaves.

Volunteers and members of the media trudged through the swamp to reach the spot where the remains of the wreckage lay exposed.

This was a first-time visit for Paul who has extensive-

► see CRASH, 8

Locally-developed technology paving way for future

BY JENNY GORDON

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There are about 6,500 items across Robins that currently use Automatic Identification Technology.

Users are able to keep track of valuable equipment using the real-time location systems which use radio frequency identification.

Several years ago the AIT Program Office here engaged in various research pilot projects, one of which resulted in the successful development of the Air Force Global Enterprise Tracking software infrastructure.

"This program grew out of the requirement for total asset visualization," said Jeff Brackett, Robins AIT program team lead.

AFGET is a web-based system

that manages AIT-enabled information of assets, to include its location, status and movement.

It's used not only at Robins, but also Hill and Tinker Air Logistics Complexes, AMARG and Joint Base San Antonio.

To help showcase the program's capabilities, the office hosted an open house last month offering visitors an up-close tour of how the technology is used in maintenance operations on the Robins flight line.

Representatives from Headquarters Air Force, U.S. Transportation Command, the Navy and industry gained insight while watching demonstrations on AFGET, Automated Materiel Issue Centers and the Maintenance Operations Center Visualizer.

When someone wants to find a piece

of equipment, such as tools, aircraft parts, aircraft ground equipment and task kits, each item is outfitted with an active radio frequency identification tag. This tag basically sends out a signal to a nearby sensor, which is picked up by centralized software that lets users find its location anywhere in the industrial area.

The AIT office here, which includes a team of more than 20 involved in development and sustainment, operations and application program management, stood up in 2004 in order to research a way to track assets electronically versus manually. All testing and technical support occurs here, as well as the development of all new installations.

Since its early days, projects have tested different types of RFID coverage in different areas. For example, recent success stories have included the suc-

cessful tracking of items inside and outside of buildings.

Another project was the rapid tracking and inventory of task kits used daily by aircraft mechanics.

One project that's lending itself to some excitement includes the MOC Visualizer, which will soon provide real-time asset status, including aircraft, and location information.

This will be a tremendous benefit to personnel in the Maintenance Operations Control Centers across the complexes once it goes live this spring.

This will be a boon for everyone involved, according to Brackett.

"This is a huge step from the way business has been done in depot maintenance in the last few decades," he said. "It will be a standardized process across all Air Force Materiel Command complexes."

FRIDAY FLYBY: Military Saves Week encourages fiscal fitness, Page 2

MLK construction begins next week

Construction is scheduled to begin next week on Martin Luther King Jr. Boulevard to renew the asphalt road, curb and gutter, sidewalk with crosswalks, and handicap-accessible curb ramps. It widens the ramps at the intersection of Robins Parkway. The road will operate with two lanes open and will alternate half way through the project; side streets and driveways will remain accessible. Once construction begins, the intersection at MLK Jr. Boulevard and Page Road will be inaccessible to all traffic for the first couple of weeks; Gate 4 (Commercial Gate) on Peacekeeper Way will be open for outbound traffic, right turn only, during that time. Estimated project completion is August 2015.

Celebrating Diversity: Black History Month

Black History Month is an annual celebration of achievements by African Americans and the central role they have played in U.S. history.

One of the countless contributions happened in the 1940s, when Benjamin O. Davis Sr. became the Army's first African-American general.

In the '70s, Barbara Jordan of Texas became the first African-American woman from the South to be elected to the U.S. House of Representatives. She served three terms.



Davis

**Weekend
Weather**

Friday
41/29



Saturday
57/49



Sunday
65/45



"Be resilient - Hunt the Good Stuff!"

SECOND FRONT



U.S. Air Force photo by RAY CRAYTON

Walter Anderson and Tiffany Englehart, Airman and Family Readiness Center community readiness consultants, discuss ways to assist active duty members and their families with personal financial readiness issues to better meet their needs, which allows them to focus on the mission.

Military Saves Week emphasizes fiscal fitness

BY ANGELA WOOLEN
Robins Public Affairs

Robins Air Force Base is readying for its Military Saves week-long campaign as part of the Department of Defense Financial Readiness Campaign Monday through Feb. 28.

As part of the week, briefings, seminars and other events will be held by Robins Federal Credit Union and SunTrust Bank.

Financial planning, however, isn't just a one week per year endeavor for the Airman and Family Readiness Center's personal financial readiness services division.

With classes and personal one-on-one counseling sessions, Anthony Pope, Accredited Financial Counselor, and community readiness specialist at the A&FRC, does this week in and week out at Robins.

Since taking over the program three years ago, Pope estimated that he has helped hundreds of military and civilian personnel get out of debt.

"It can really change people," Pope said about getting people out of debt.

During a recent transitions class which helps retirees and those transi-

tioning out of the military, the couple dozen attendees were given the tools they needed to help set a budget for when their time at Robins comes to an end.

His main point of the afternoon was helping people with a spending plan. He cautioned attendees about living within their incomes.

"Why do you need a budget?" he asked them. "So you don't spend more than you've got."

The credit industry is a multi-trillion dollar business, Pope told his class.

The DOD is mindful of the fact that a negative credit report and financial troubles can lead to disciplinary actions with military members which is why the Military Saves campaign is so critical to the mission, Pope said.

He will be at the Wynn Dining Facility Monday morning handing out brochures.

This year, if military members visit www.militarysaves.org and "Take The Pledge," they will be eligible to receive a true FICO score, according to Pope.

"My whole goal is for everyone on base to have a savings plan," he said.

To set up one-on-one appointments or for free financial classes, call (478) 926-1256.

Put your hands together deadline today

The next "Put your hands together for ..." will run in next week's Rev-Up. The Deadline is today at 4:30 p.m. To have an award included in the feature, submit a brief write up of the award and the people who have earned it.

Photos may be submitted, but space is limited. Submissions should be sent as a word document; photos should be .jpegs. For more information, contact Lanorris Askew at lanorris.askew.ctr@us.af.mil or Geoff Janes at vance.janes@us.af.mil.

Either can be reached by phone at DSN 468-6386.

Team Robins Annual Awards Banquet

The Team Robins Annual Awards Banquet will be conducted March 5 at 6:15 p.m. in the Museum of Aviation's Century of Flight Hangar.

The semi-formal or mess dress affair will include a social starting at 5:45 p.m.

Cost is \$20 per person. The theme is "Celebrating Excellence."

For tickets, contact Tech. Sgt. Tomeka Gordon at DSN 497-2126 or Staff Sgt Amber Collum at DSN 468-5889 by Feb. 27.

2015 Program Executive Officer Review & Outlook March 26

The 2015 Program Executive Officer Review and Outlook is slated to be conducted March 26, from 8 a.m. to 4 p.m. at the Museum of Aviation.

This is a one day event designed to inform the private sector on portfolio focus areas and acquisition forecasts at Robins necessary to accomplish its mission.

The PEO R&O will bring interested parties together for a series of presentations by Air Force Life Cycle Management Center and Air Force Sustainment Center leaders along with those of other base organizations.

Participants will have the opportunity

to learn more about the capabilities of the base and requirements that may have to be satisfied by contracts solicited to large and small businesses. In 2014 Robins had about \$200 million worth of contracts with Cobb, Fulton and DeKalb counties.

Attendance is open to all interested parties. All event materials and discussions will be unclassified. Invited speakers include Lt. Gen. Bruce Litchfield, Air Force Sustainment Center commander and Lt. Gen. John Thompson, Air Force Life Cycle Management Center commanders. Air Force program executive officers will also be speaking on agile combat support, mobility, combat mission support, battle management and other topics.

Cost for private sector attendees is \$75 until Sunday when the registration price increases to \$90. Lunch is included in the price. Current government employees will be admitted free and may purchase lunch for \$15.

Additional information on the event agenda and confirmed speakers is located at the PEO R&O registration site: <http://wamerrobinsgacoc.weblinkconnect.com/events/AIC-Program-Executive-Officer-Review-and-Outlook-800-am-5210/details>.

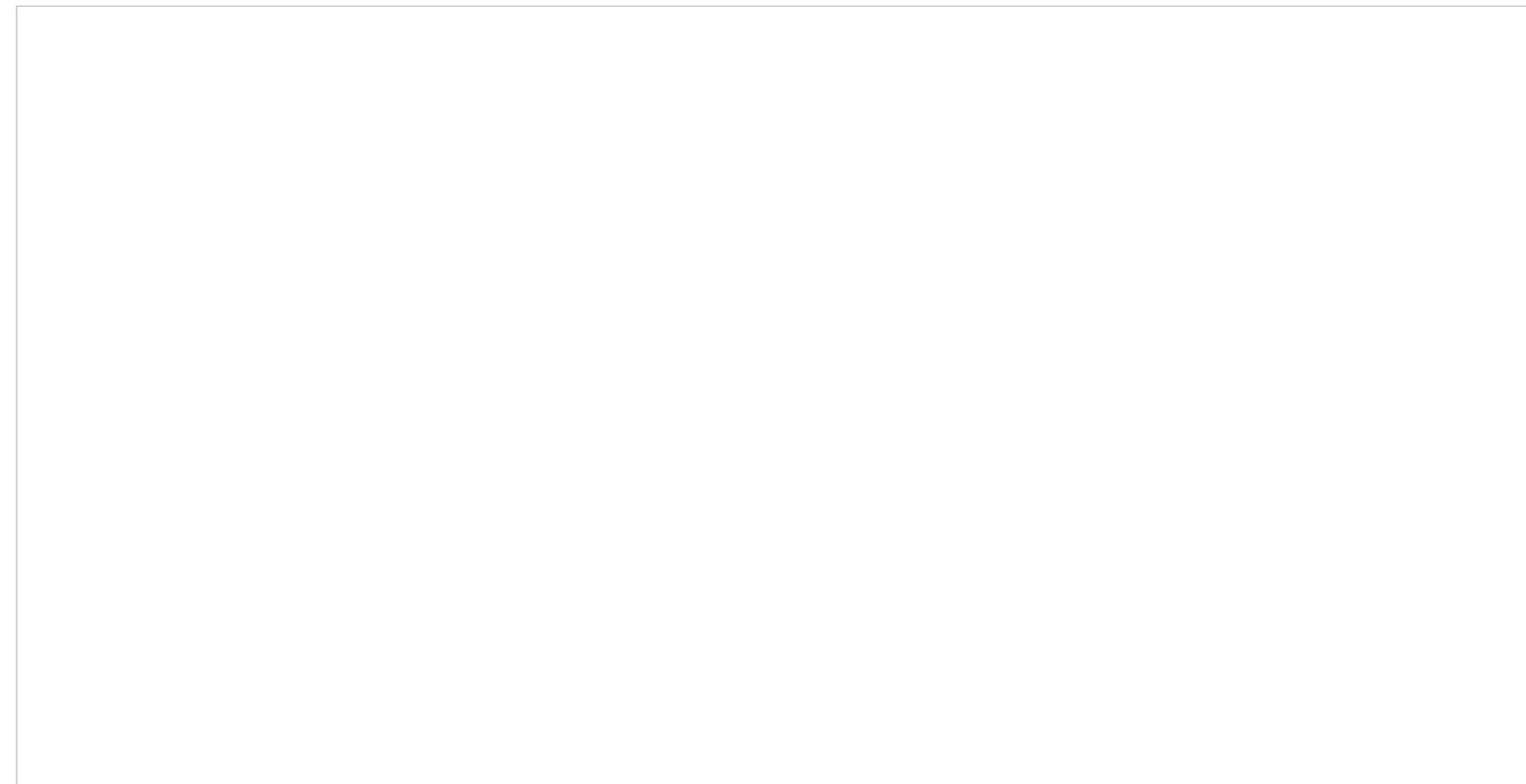
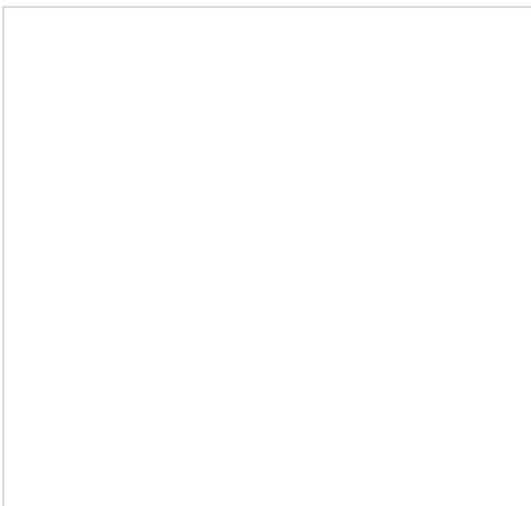
Reporting Hazards

According to AFI 91-202, a hazard is a condition, procedure or practice that creates a potential for producing death, injury, illness, fire, property damage, equipment damage or environmental damage.



There are several ways to report a hazard to include:

- Inform your immediate supervisor;
- Inform your Unit Safety Representative;
- Submit your concern via the Hazard Reporting Tool on your government computer or by using an Air Force Form 457 Hazard Report;
- Contact your facility manager for facility issues;
- Or call, email or visit your safety team.



The future of warfighting

116th, 461st ACWs partner with Navy for joint exercise

BY MASTER SGT. ROGER PARSONS
116th Air Control Wing Public Affairs

The 116th and 461st Air Control wings, worked with the Navy here to enhance joint-service training in a contested environment.

The Navy's composite training unit exercise tested the crews' ability to respond to a variety of threats using the E-8C Joint STARS' long-range radar capability to provide land and sea radar information to the Carrier Strike Group 4 based out of Norfolk, Va.

"Six years ago when we initiated the Air Force/Navy integration effort, the E-8C was one of the first Air Force aircraft to participate," said a JSTARS liaison officer. "Being on the ship, I saw how JSTARS was looked at as the expert in now what is known as Navy JAM-GC, short for Joint Concept for Access and Maneuver in the Global Commons."

Supporting the new joint warfare concept, JSTARS joined more than 10 different aircraft types, providing one-of-a-kind command and control, intelligence, surveillance, reconnaissance and battle management capabilities.

Flying on board JSTARS was Navy Lt. j.g. John Duffner, a naval flight officer with Carrier Airborne Early Warning Squadron 126 out of Norfolk.

"The precision of the radar and the sheer size of the crew on JSTARS enables them to do more things simultaneously than we can do," said Duffner. "It has been a very interesting week, and I definitely know a lot more about how JSTARS works than I did before."

During the missions, the naval aviator received hands-on training and got to compare the E-2C Hawkeye command and control platform that he's accustomed to with the JSTARS platform.

"I came here as a liaison officer to gain a better understanding of what JSTARS can do so I can take



"I came here as a liaison officer to gain a better understanding of what JSTARS can do so I can take it back to my squadron and see how we can work together to better accomplish our mission set."

Navy Lt. j.g. John Duffner
Carrier Airborne Early Warning Squadron 126

U.S. Air National Guard photo by MASTER SGT. ROGER PARSONS

A 461st Air Control Wing aircrew member points out details about the operator work station to U.S. Navy Lt. j.g. John Duffner, a naval flight officer with Carrier Airborne Early Warning Squadron 126, during a mission aboard an E-8C Joint STARS. Duffner, from Naval Station Norfolk, flew two missions with Team JSTARS. During the exercise, JSTARS used their unique Command and Control, Intelligence, Surveillance, Reconnaissance and Battle Management capabilities to provide the warfare commander long-range, air-to-surface wide-area surveillance to track ground and maritime targets in all weather conditions. (Portions of the photo have been blurred and JSTARS crewmember name withheld for security purposes)

it back to my squadron and see how we can work together to better accomplish our mission set," said Duffner. "I was also able to help the JSTARS crewmembers gain a better understanding of how the Navy does things."

The U.S. Navy's aircraft carrier, the USS Theodore Roosevelt, along with its carrier strike group, shipped out to sea in January to begin a series of exercises designed to prep the ship's crew for a future deployment.



Not in use? Turn off the Juice!



AROUND THE AIR FORCE

Leaders discuss Combat Air Forces future at symposium

BY MIKE MERIDITH

Air Combat Command Public Affairs

ORLANDO, Fla. — Four senior Air Force leaders gathered Feb. 12 to discuss the key issues facing the nation's Combat Air Forces.

Gen. Hawk Carlisle, Air Combat Command commander, joined Gen. Frank Gorenc, U.S. Air Forces Europe-Air Forces Africa commander; Gen. Lori Robinson, the commander of Pacific Air Forces; and Lt. Gen. Stephen Wilson, Air Force Global Strike Command commander, on a panel at the Air Force Association's annual Air Warfare Symposium.

During the discussion, the leaders touched on a variety of issues including budget concerns; ongoing operations against the Islamic State of Iraq and the Levant terrorist group; the future of fifth-generation fighters like the F-22 Raptor and F-35A Lightning II; and the challenges of emerging cyber-based threats.

The impact of sequestration

With the Budget Control Act still the "law of the land," the leaders were unanimous in their concerns about its potential future impact on the Air Force based on what they saw during the 2013 sequestration.

"An important thing we learned about



U.S. Air Force photo by SCOTT ASH

Gen. Frank Gorenc responds to a question during a panel discussion on Combat Air Forces at the Air Force Association's annual Air Warfare Symposium and Technology Exposition Feb. 12, in Orlando, Fla.

operating in a sequestered environment was the effect of not flying airplanes," Gorenc said. "If you have a squadron sit down for a month, it takes an exponential effort to get it back to readiness. The corrosive effect of having squadrons not flying can't be understated ... it does long-term damage to our Air Force."

Carlisle reinforced the point, noting that although the Air Force is better prepared in terms of planning than in 2013, operating at Budget Control Act-level budgets would have a significant impact on the CAF's capabilities.

"We have to produce the very best Air

Force we can, given the resources the American people give us," he said. "If we live through BCA-level budgets into the next decade, we won't be able to do what we do today."

Robinson added that beyond lost capabilities, the cost of sequestration extended to international relationships.

"We did pay a price in partnerships when we had to cancel exercises and temporary duties," she said. "It's a concern for the long-term commitment, trust and confidence of our partners and allies."

Collectively, the leaders pointed out that at least one positive impact of seques-

tration was that it highlighted Air Force capabilities to the American public, serving as a reminder of the importance of the service's mission. The point was made especially clear by Wilson as he discussed America's nuclear enterprise.

"Most people don't think much about the ICBM leg of the [nuclear] triad. Our missiles are foundational to our national security because they prevent an out-of-the-blue attack on the U.S.," he said, reaffirming the Air Force's commitment to ensure a credible strategic deterrence for the nation which became all the more important when planes were not flying.

Operation Inherent Resolve

Combat operations against ISIL took center stage during the discussion, with audience members questioning the effectiveness of air power in Operation Inherent Resolve. Carlisle expressed some frustration with the perception by some that air power was not working, noting that substantial impacts had been made.

"Air power is actually very effective," he said. "We have changed the way they [ISIL] operate. Their ability to mass, communicate, and control their forces has been degraded significantly."

To read the full story, visit www.af.mil/News/ArticleDisplay/tabid/223/Article/566063/leaders-discuss-combat-air-forces-future-at-symposium.aspx.



U.S. Air Force photo by STAFF SGT. DARLENE SELTMANN

Preflight check

Airman 1st Class Daniel Cowan, 66th Rescue Squadron flight engineer, goes over the HH-60G Pave Hawk preflight checklist Feb. 5, prior to a mission over the Nevada Test and Training Range. Red Flag missions are conducted on the 2.9-million-acre range, with 1,900 possible targets, realistic threat systems and opposing enemy forces.

AF announces nomination of new AFMC commander

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — Air Force officials announced Feb. 13, the President's nomination of Lt. Gen. Ellen Pawlikowski to the rank of general with assignment as the commander of Air Force Materiel Command. Officials also announced the retirement of current AFMC Commander Gen. Janet Wolfenbarger.

No date has been announced for the retirement and change of command.

Pawlikowski is currently the Military Deputy, Office of the Assistant Secretary of the Air Force for Acquisition at the Pentagon in Washington D.C.

Pending Senate confirmation as AFMC commander, she will oversee some 80,000 people and manage \$60 billion annually, executing the critical mission of warfighter support through leading-edge science and technology, cradle-to-grave life cycle

In Other News

weapon systems management, world-class developmental test and evaluation, and world-class depot maintenance and supply chain management.

Pawlikowski entered the Air Force in 1978 through the ROTC program at the New Jersey Institute of Technology. She then attended the University of California at Berkeley and received a Doctorate in chemical engineering in December 1981, entering active duty April 1982.

Wolfenbarger, who became the Air Force's first female four-star general in 2012, will retire after more than 34 years of service.

AF announces nomination of new AFSC commander

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — Air Force officials announced Feb. 13, the President's nomination of Maj. Gen. Lee Levy II to the rank of lieutenant general with assignment as the commander of Air Force Sustainment Center, Air Force Materiel Command,

Tinker Air Force Base, Oklahoma.

No date has been announced for the reassignment.

Levy, who previously served at Robins as the 402nd Maintenance Wing commander, is currently the Vice Director for Logistics (J-4), Joint Staff at the Pentagon in Washington, D.C.

Pending Senate confirmation as AFSC commander, he will ensure the center provides operational planning and execution of Air Force supply chain management and depot maintenance for a wide range of aircraft, engines, missiles and component items in support of AFMC missions. He will be responsible for operations spanning three air logistics complexes, three air base wings, two supply chain management wings and multiple remote operating locations, incorporating more than 32,000 military and civilian personnel.

Levy entered the Air Force in 1985 as a Louisiana State University ROTC graduate. He is a career logistician.

PERSPECTIVE

Cody gives enlisted viewpoints at AFA

BY STAFF SGT. CHRISTOPHER GROSS

Air Force News Service

Chief Master Sgt. of the Air Force James Cody outlined his top priorities for the enlisted force during the Air Force Association's annual Air Warfare Symposium and Technology Expo in Orlando, Florida, Feb. 12.

Cody talked to those in attendance and focused on key areas such as enlisted development, resiliency for Airmen and their families, and advancing the force.

He talked about the anticipation over the new enlisted evaluation and promotion systems, and explained it won't change who gets promoted, rather the order in which they're promoted.

"We're getting after a lot of things our Airmen have been asking for, and that creates some uncertainty because they knew where they fell before — where everybody else fell," Cody said. "Now, people are going to kind of fall in a little different order."

Cody discussed his vision of the developmental pyramid, which Airmen should see as a model for career progression. The different layers and sides of the pyramid represent different stages or opportunities in an Airman's career, and serve as stepping stones to progress.



That progression doesn't come without resiliency — something Cody said is the critical link for Airmen and their families.

"You just can't care enough — resiliency is not a program, (it's) a core strength," he said. One of the ways the Air Force is instilling good resiliency practices is by starting from square one.

"We're doing a lot as we move forward to kind of build that resiliency from the ground up," Cody said. "So what better place for us to look at this (than

basic military training)."

Cody said the first group of Airmen who will go through Capstone Week just recently arrived at basic military training. After seven and a half weeks of intense and rapid training, and being transformed from trainees to Airmen, they will attend a final week where they can decompress and consider what it means to be an Airman.

The week is set aside to focus on building character skills that are going to be essential for those Airmen to succeed, Cody said.

Cody said it's a time to understand what they're a part of, to really internalize those core values and to help them understand that character is important.

Being resilient will allow Airmen to not only bounce back but to also be innovative and move the force forward.

Cody said we "have always been an Air Force of innovative Airmen." He said today's Airmen are more innovative than ever, mainly because the Airmen joining today are smarter than ever.

He said the key to continue being an innovative Air Force is for leadership to ensure they're not stifling those Airmen with good ideas. Rather they need to take the time, listen and be supportive, because that's the only way we're going to continue to move forward.

ROBINS REV-UP**SUBMISSION GUIDELINES**

Submissions must be received by 4 p.m. Wednesday, the week prior to the requested Friday publication.

They should be e-mailed to lanorris.askew.ctr@us.af.mil and vance.janes@us.af.mil

Submissions should be of broad interest to the base populace. For information, call Lanorris Askew at 472-0806.

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A NEW LOOK

Chapel gets a makeover

BY JENNY GORDON

jenny.snider.ctr@robins.af.mil

Walk into the Robins Chapel today and you will immediately sense and see something noticeably different.

Extensive renovations that took place during much of 2014 have been completed.

Look down and visitors to the chapel are welcomed by the warm, blue tones of new carpet. Look around in the main sanctuary, and there's new energy-efficient lighting, refurbished pews and a new sound system. A new energy-efficient heating and air system was installed that produces even airflow throughout the day.

The upgrades have been a long time coming, according to Father Thomas Fey, the chapel's Catholic priest.

"This has made the worship atmosphere much nicer and more conducive to prayer," said the retired lieutenant colonel who has looked forward to the recent upgrades

for many years.

Since March, weekly chapel services were held at the base theater while renovations took place. Worship resumed in the chapel in mid-December.

People conveyed that they were happy to be home and in a place of worship, he said.

For Sunday, the chapel totals about 200 during Catholic services and 350 for Protestants.

Several months ago the chapel sent away more than 40 pews to be refurbished, replacing its then green upholstery to a more Air Force royal blue, something that tied in well with the carpeting.

For the heating and air, the system's old ductwork was removed and new air handlers were installed.

Energy-efficient fluorescent lights along the side walls were also added.

When they're fully lit — along with several overhead lights that were replaced — the results now include a bright, yet restful ambiance.

Three rows of sidelights just above the altar were also connected. Visitors will notice that with the new fluorescent lighting, there is no humming noise.

And, dark spots that were formerly apparent in some of the front pews have been eliminated due to a more even spread of light.

New wiring was run through the chapel's public address system, so while the same speakers are in place, the sound is much clearer.

There's also the addition of recirculated, heated water in the chapel's baptismal font, a new fire alarm system and the addition of the Giant Voice mass notification system in the sanctuary walls.

Other decorative changes include freshly-stained wainscoting and a new coat of white paint on the sanctuary's ceiling.

For what we accomplished, we got the biggest bang for our buck in terms of a cost-conscious project in making the money as far as it could go."



U.S. Air Force photos by ED ASPERA

Top, Father Thomas Fey, Robins Chapel Catholic priest, points out some of the facility's improvements.

Bottom, recent renovations included new energy-efficient lighting, refurbished pews and a new sound system.

IN THE SPOTLIGHT

ABOUT THE CLUB

The Auto Craft Club is located in Bldg. 985 on 10th Street, behind the Outdoor Recreation and Arts and Crafts building.

All ID card holders with access to base are eligible to join.

For more information, call Bill Gurr at 926-4001.



U.S. Air Force photo by TOMMIE HORTON

Monique Brisson checks the condition of her car's air filter at the base Auto Hobby Shop.

Auto Craft Club provides mechanics of car care

BY HOLLY LOGAN-ARRINGTON
holly.logan-arrington@us.af.mil

Guys aren't the only ones into cars.

Just ask Monique Brisson, a 581st Software Maintenance Squadron electronics engineer, who recently became the secretary of the Robins Auto Craft Club.

Brisson has always been interested in working on cars, though her experience is limited.

"I settled on looking to get a 1947-1953 Chevy 3100," she said. "I felt that joining the auto club would not only give me a place to work on my car, but would also surround me with people who have extensive knowledge who could provide guidance and insight."

Bill Gurr, Outdoor Recreation director, said the Auto Craft Club was established with people like Brisson in mind.

The club gives Airmen a place to work on their vehicles, while saving money and learning a lifelong skill and hobby, Gurr said.

Brisson agreed.

"The club is good for people at Robins because it gives them a place to work on their vehicles and access to auto lifts and other specialty tools the average auto enthusiast might not have in their tool box at home," she said. "Having the right equipment and a place to work on a vehicle makes even a simple job like an oil change easier and faster."

The club is open Saturdays and Sundays from 9 a.m. to 5 p.m. for new members to join and get their safety training.

Once they're trained and pay the membership fees – \$15 a month or \$5 a month for airman basic through staff sergeant –

they're eligible to use the shop equipment.

The club has three lifts, a flat bay, tire-changing equipment, battery-charging and oil-changing stations, and hand tools available.

People who aren't members can use the shop on an hourly basis. To do so, they must pay \$5 an hour. To check out this service, see a club council member.

"First priority will be taking care of the Airmen and their families," Gurr said. "Come out and support this activity or just stop by the facility for a tour. If you love cars or want to learn the simple things, we have a club member waiting to help."

The club is located in Bldg. 985 on 10th Street, behind the Outdoor Recreation and Arts and Crafts building. All ID card holders with access to base are eligible to join.

ALL IN A DAY'S WORK

Ken Lovett

UNIT: 78th Civil Engineer Squadron

JOB TITLE: Wastewater treatment operator

TIME IN SERVICE: 10 years

HOMETOWN: Cochran



What does your work involve at Robins? Treating wastewater for the entire base.

How does your work contribute to the Robins mission? If the plant fails, the whole base shuts down and stops production.

Who has been the biggest influence in your life? My dad. I got my work ethic from him and saw what a good man he was.

What do you enjoy most about your work? Working with my hands repairing things.

What is something people would be surprised to know about you? That I never drank or used drugs in my lifetime.

What is an accomplishment you are most proud of? Getting through U.S. Marines Force Recon training. It's something not many people have done.

What prompted your interest in your current career field? I wanted to learn new things.

What's your favorite movie? "The Godfather."

A BETTER YOU

Dental Dangers: Sipping, Snacking and Tooth Decay

FROM THE 78TH DENTAL SQUADRON

Many parents across the country will issue a common refrain at dinner-time tonight, “You’d better eat that; it’s good for you!”

There’s another old favorite in the parental arsenal of dietary admonitions, “Don’t eat that; it’ll rot your teeth!”

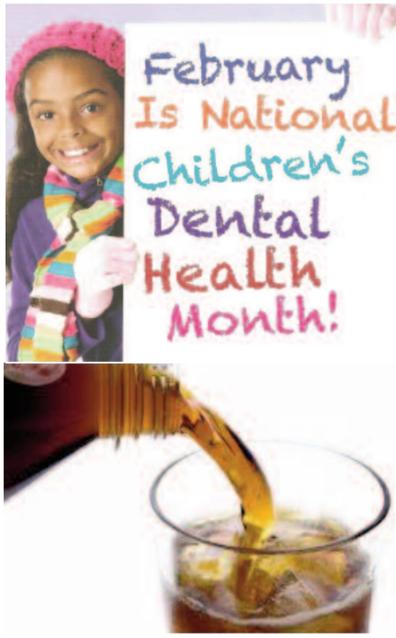
Now more than ever, kids are faced with a bewildering array of food choices – from fresh produce to sugar-laden processed convenience meals and snack foods. What children eat and when they eat it may affect not only their general health but also their oral health.

Americans are consuming foods and drinks high in sugar and starches more often and in larger portions than ever before.

It’s clear that junk foods and drinks have gradually replaced nutritious beverages and foods for many people. For example, the average teenage boy in the U.S. consumes 81 gallons of soft drinks each year. Alarmingly, a steady diet of sugary foods and drinks can ruin teeth, especially among those who snack throughout the day. Common activities may contribute to the tendency toward tooth decay. That includes grazing habitually on foods with minimal nutritional value, and frequently sipping on sugary drinks.

When sugar is consumed in large, often hidden amounts, the harmful effect on teeth can be dramatic. Sugar on teeth provides food for bacteria, which produces acid. The acid in turn can eat away the enamel on teeth.

Almost all foods have some type of sugar that cannot and should not be eliminated from our diets. Many of these foods contain important nutrients and add enjoyment to eating. But there is a risk for tooth decay from a diet



high in sugars and starches. Starches can be found in everything from bread to salad dressing, so read labels and plan carefully for a balanced, nutritious diet for you and your children.

Reducing children’s risk of tooth decay

► Sugary foods and drinks should be consumed with meals. Saliva production increases during meals and helps neutralize acid production and rinse food particles from the mouth.

► Limit between-meal snacks. If kids crave a snack, offer them nutritious foods.

► If kids chew gum, make it sugarless – chewing sugarless gum after eating can increase saliva flow and help wash out food and decay-producing acid.

► Monitor beverage consumption.

► Help your children develop good brushing and flossing habits.

► Schedule regular dental visits.



CRASH

Continued from 1

ly researched the crash.

“It’s interesting. Over the years I’ve known about it, but to come and see it is a whole new experience,” he said.

The river is slowly burying it

A team of five museum volunteers set out Feb. 11 to salvage pieces of the wreckage. They were joined by base archeologist Dwight Kirkland.

“The river is slowly burying it,” Kirkland said. He walked through the wreckage documenting with a GPS device where each piece was located.

Some of the aluminum pieces would slowly erode away into the silt of the swamp while the metal pieces would be covered a little more each time the swamp bed flooded, Kirkland said.

The spot where the crash site is located is surrounded by part of the Ocmulgee flood plain. The team had to cross a small stream on a fallen log to reach the cockpit.

The crash site is of significance to archeologists because soon it will become an archeological site. Thousands of years from now, people might dig in this site and find the remains of the wreckage, said Kirkland. It was his job to document the site for future generations.

Because of the remoteness of the loca-

tion, the museum team was only able to bring out a few pieces. The biggest of those was the right propeller which was loaded onto a medical gurney.

Museum curator Mike Rowland and volunteer Arthur Sullivan donned hip waders to bring the heavy piece of the plane across the muddy creek from the wreckage site. Once across the water, it took four men posted on each corner to carry the propeller through the swamp to where the vehicles were parked about a mile away.

Other than the propeller, the team gathered a rudder switch, a throttle quadrant and several additional small components. The items were loaded into a van to be taken back to the museum.

Both Rowland and Paul have volunteers working on restoring a C-45 – a similar aircraft – which was donated by the Department of Agriculture. The projected completion time is in about 18 months.

Once the aircraft is completely restored it will be part of an exhibit at the museum honoring those seven men who lost their lives in the crash. Rowland hopes that family members of the victims might come forward to shed light on those who lost their lives. The pieces of the wreckage will be part of the display.

The museum hopes to bring the tale of the fateful flight out of obscurity before the remaining pieces of the aircraft sink slowly into the swamp at Robins and out of view.



Don't Forget to Wear Your Belt

According to Air Force Instruction 91-207, all motorists and passengers must wear seat belts when operating and/or riding in a moving vehicle. Individuals found not wearing a seat belt in a moving vehicle may be issued a ticket by the 78th Security Forces Squadron.

The FILLING Station

‘Filling the Body and Soul’

First Wednesday of each month from 11:30 a.m. to 12:30 p.m. for a Bible devotion and Fellowship

Location: Base Restaurant Party Room



HAPPENINGS/SERVICES

FRI	SAT	SUN	MON	TUE	WED	THUR
20	21	22	23	24	25	26

ON TAP

Tips from the Pro

Tuesday
4 to 5 p.m.
Pine Oaks Golf Course
All the balls you can hit for \$5
For details, call DSN 468-4103.

UPCOMING & ONGOING

Couples Movie Night

Theory of Everything
Feb. 27
6:30 p.m.
Base Theater

Cost is \$2 and includes popcorn and drink.
For details, call DSN 468-2001.

Twilight Rates

Every day
2 to 5 p.m.
Pine Oaks Golf Course
Play 18 holes with cart for \$20 per person
For details, call DSN 468-4103.

Fit 2 Fight

Now through Feb. 28
Mondays, Wednesdays & Fridays
11 a.m. to noon

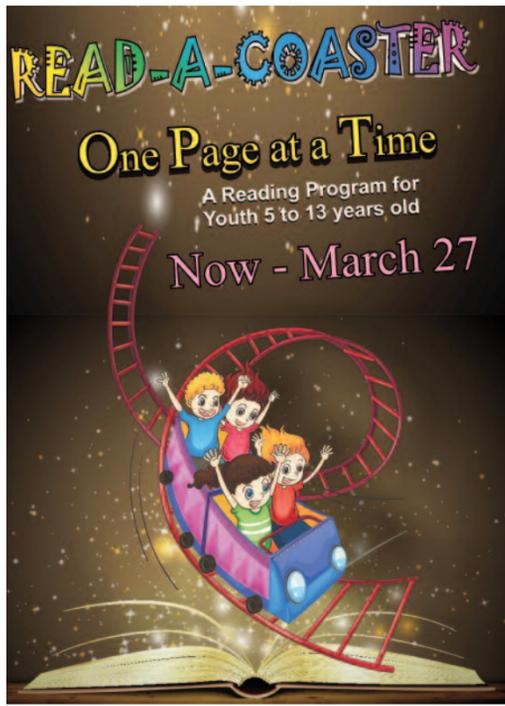
Fitness Center
For details, call DSN 468-2128.

Afterburner

February Special
Mondays through Fridays
5:30 a.m. to 1 p.m.
Base Restaurant, Bldg. 166
Salted Caramel Brulee
For details, call DSN 472-7827.

Dream Higher Than Ever

The Aero Club is now open to the public.
For details, call (478) 926-4867.



Reading is fundamental

For more details on Read-A-Coaster, a 78th Force Support Squadron youth reading program, call Tiffany Lewis at DSN 497-6834.

Before & After School Care

If you are in need of before and after school care, contact the Robins Youth Center at (478) 327-6834 or DSN 497-6834.

Youth Sports Initiative

Due to a P-4 Sports Initiative, parents who plan for their children to participate in spring soccer should contact Central Georgia Soccer Association at 478-987-2455, Sacred Heart at 478-923-9668 or Perry Recreation Department at 478-988-2860 concerning registration.