

OG AIRMAN RECOGNIZED FOR RESCUE EFFORT

SOUTHERN FLYER



ROCK Around the clock

908th Airmen take part in 24-hour run



Also In This Issue:

UNIT ODTAs CAN HELP

357TH COMMANDER MOVES UP

KIRKSEY COMES HOME

AIR FORCE RESERVE

908TH AIRLIFT WING, MAXWELL AFB

OCTOBER 2014

SOUTHERN FLYER



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TABLE OF CONTENTS

- 02 *Commentary*
Lt. Col. Isaac Oh
- 03 Chaplain: Faith
Finance: DTS and the unit
- 04 From 357th to OG
- 05 Bost exemplifies AF's best
- 06 Hellos & goodbyes
- 07 AES return, CFC
- 08 Safety: The cheese model
- 09 IGI: Alphabet soup
- 10 News briefs
Promotions
- 11 UTA schedule/
General info
- 12 24-hour Run photos

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And now, your OSS team...

This is my favorite time of year, when the weather cools, seven-layer dip

re-emerges, and the air buzzes with excitement as folks cheer on their favorite football teams.

Watching a couple of games recently reminded me how similar the military is to a professional sports organization. From quarterbacks to offensive linemen

(probably the most under-appreciated position), coaches, recruiters and business back-offices, each member has a unique and specialized role in creating a championship-ready outfit.

The Operational Support Squadron (OSS) is just one of the 908th Airlift Wing's many "special teams," consisting of Airmen with expertise in Aircrew Flight Equipment (AFE), intelligence, Survival, Evasion, Resistance, and Escape (SERE), tactics, and administrative support. Our Airmen in AFE work diligently to procure and maintain a wide range of equipment in top condition, regularly inspecting and servicing items

such as parachutes, life rafts, weapons, and night vision goggles.

Airmen in AFE and SERE also

train aircrew members on proper equipment use to safely execute their mission. Intel keeps the wing informed of the current global situation by monitoring and presenting orders of battle, and analyzing the most relevant threats to our C-130

aircraft and current theater operations.

Intel also works with Unit Deploy-

ment Managers to prepare Personnel Recovery-Isolated Personnel Reports for deploying members. Overhead are the administrative troops keeping the squadron running efficiently and smoothly.

The comparisons between sports and the military are nothing new since we share many of the same winning principles. As Vince Lombardi said, "The achievements of an organization are the results of the combined effort of each individual." In today's environment, every team member counts more than ever, and together we make the 908th AW an unbeatable force.



LT. COL. ISAAC OH
Commander, 908th OSS

A MOMENT WITH THE CHAPLAIN

MASTER SGT. KELVIN KING

Faith. It's what you believe in. It can mold you into the person you are or the person you will become. Regardless of your background, there are similarities in the way we receive strength from faith to help us overcome challenges and obstacles we face everyday.

Think a minute about what life would be if there were no faith. We need faith in humanity, a higher power, faith in something. Without faith we would be wandering aimlessly, trying to get through the trials of life. We need something to cling to in order to draw strength.

I'm thankful for faith. We all believe in something in one form or another. Though we have different backgrounds, and come from different places, we all have a common thread and that's faith.

It makes no difference if you are young or old, male or female, or which ethnic group you may belong. We are all in need of faith. I remember my Pastor once made a reference about faith I hadn't thought of before. He said the congregation had more faith in the pews than in God, then he asked how many of us had inspected the pews to see if it would support our weight before we sat down. I began to laugh when I realized that I hadn't. I had the faith it would.

Faith is what we rely on and trust. It helps us through tough times. It can help us become more resilient, which is a necessary attribute in all of our lives.



Defense Travel System: Past ... present ... & future

Local unit representatives can simplify travel issues

By Tech. Sgt. Billy Kidd
908th FM

The Defense Travel System (DTS) has been with us for more than two years now. It has paid our members as promised — three days or less — as long as the voucher is filled out correctly.

When DTS first started, a majority of members were concerned about how well it would work. Fast forward to the present and we are in a much better place. However, in some ways we are still stuck at the starting line.

Many wing members are unaware that there are Organizational Defense Travel Administrators (ODTAs) in every unit or section. These ODTAs are your local DTS assistants and took the same training as the Finance Defense Travel Administrators (FDTAs) in finance.

Your ODTA is your local point of

contact and will assist you with any DTS travel related issues, and having a local unit specialist saves you time traveling to finance and also enables continuity when working travel issues.

When ODTAs run into problems they are unable to solve, they will contact the finance office for further direction. We in Finance are always available for questions but we ask everyone to start at their local unit first. This allows all of our ODTAs to become DTS experts and familiarize themselves with issues occurring in their particular units.

It looks like DTS is here to stay. Given that, we hope everyone will get to know the system better and seek the help of their local unit ODTA when needed. We appreciate the hard work and assistance provided by all of our ODTAs. The following is a full list of ODTAs in each unit or section.

Unit	Organizational Defense Travel Administrator (ODTA)		
908 Command Section	TSgt Kidd	SSgt Griffey	Debbie Smith
908 FSS	Jasmine Hails	MSgt Mitchell	
908 MSG	Jasmine Hails	MSgt Mitchell	
908 LRS	MSgt Curtis		
908 OPS/357th	SMSgt Childers	CMSgt Rickels	
908 AES	MSgt Williams		
908 Maintenance	TSgt Light		
25 APS	MSgt Weber		
908 ASTS	MSgt Dunning		
908 Security Forces	MSgt Foote		
908 CES	TSgt Thomas	SMSgt Pfeiffer	



Photo by
Master Sgt. Vickey Matthews

SOUTHERN FLYER

COVER PHOTO:

Carrying the unit guidon, team members of the 908th Airlift Wing take a final lap to complete the recent 24-hour run.

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We solicit articles, drawings and photographs and reserve the right to edit materials to conform to "Southern Flyer" editorial policies. Because of the printing and mail-out schedule the newspaper goes to press on Friday, two weeks prior to the unit training assembly.

The submission deadline for articles or information is the Monday two weeks prior to the UTA. Send inquiries and submissions to 908AW/PA, 401 W. Maxwell Blvd., Maxwell AFB, AL 36112 or e-mail them to 908aw.pa@maxwell.af.mil. Our phone number is (334) 953-6804 or DSN 493-6804; our fax number is (334) 953-2202 or DSN 493-2202. For information about this schedule, call this office at (334) 953-7874.

Not-so reluctant hero

908th Airman rushes to accident victims' aid, credits military training

By Tech. Sgt. Jay Ponder
908th AW Public Affairs

In January 2011, then-1st Lt. Mark A. Bost, now a captain with the 357th Airlift Squadron was traveling home to Marietta, Ga. after a UTA with the 908th Airlift Wing at Maxwell AFB, Ala.,

Suddenly, he saw an explosion around the bend in the interstate where a horrific crash had just happened.

Bost's actions during the next few minutes while saving the lives of two little girls resulted in his being nominated for the Airmen's Medal for heroism.

Stopping his vehicle, Bost saw that one vehicle was in flames while another was overturned on the edge of the woods. Without a moment's hesitation, he rushed toward the overturned Ford Explorer to aid the victims within. With assistance from two others who had stopped at the scene, they were able to pull one girl out through the

back seat window.

The other girl was still in danger. She was trapped, strapped in her seatbelt, and the fire was moving toward her from the front of the wrecked vehicle.

Bost, along with several others turned the vehicle back over onto its wheels. Next, after obtaining a fire extinguisher, Bost prevented the fire from reaching the girl while the others cut her seat belt, freeing her.

Bost said he was surprised at the number of bystanders who gathered and just stood around and watched, and credits his military training for providing his ability to respond so quickly and decisively.

"That was the hardest thing for me, seeing people watching, not able to assist, either out of fear or what," he said. "That's one thing the military teaches, it gives you all this training, not because it's going to happen, but if it does happen, you can count on it."

The traumatic event wasn't yet over, and Bost's Air Force Self-Aid and Buddy Care experience kicked in. After making a cursory examination of the girl, he immediately began to administer first aid.

"I had a first aid kit and some blankets in my vehicle," he said. "Her hair was burnt, and she looked as if she were in shock. They ended up having to airlift her out. It seemed like forever before first responders got there because of the cars backing up on the interstate."

"You hope you never have to use it," Bost said, describing how his training in first aid kicked in. "But having done so much repetition, subconsciously, it kind of takes over, knowing the signs of shock and being able to splint, or treat an ankle that been broken."

He sat looking down at the floor while remembering the accident, for while two little girls had survived, the children's grandparents did not make it out of the vehicle. But Bost is grateful for the lives he helped save.

"At least, we helped a 6- and 10-year-old," said Bost. "We were lucky to get them out."



DEPUTY DRESCHER

Squadron commander makes move to operations group-level position

By Tech. Sgt. Jay Ponder
908th AW Public Affairs

Though he's flown thousands of miles for two service branches, Lt. Col. Craig W. Drescher isn't going very far as he leaves his position as commander of the 357th Airlift Squadron.

He'll be moving just a few feet — into a new office and a new position — that of Deputy Operations Group Commander of the 908th Airlift Wing.

After graduating from Virginia Tech, Craig Drescher stepped right into leadership positions. He began teaching math and computer science at Cardinal Gibbons High School in Raleigh, N.C. where he had gone to school. He also coached basketball and baseball.

Drescher began his military career as a Naval aviator, where he learned to make quick, spur-of-the-moment decisions as a Radar Intercept Officer flying F-14A Tomcats from aircraft carriers.

Reminiscing about his unique combination of Navy and Air Force experiences, he said it helped to shape his leadership skills, because it gave him a broader view.

During his tenure as leader of the wing's flying squadron, he said his goal was to maintain the unit's level of excellence while getting more members of the squadron involved in day-to-day activities and special projects.

"I think we definitely improved in that over the last 40 months," he said. "My first goal was to keep everyone safe and healthy, and we've achieved that. We have many dedicated professionals who've been here a long time who carry on the excellent traditions of the squadron." Drescher is qualified for his new position as he has completed two command tours; first as the 908th Operations Support Commander, and his recently completed tour.

Drescher has also worked for some of the active-duty organizations on Maxwell. He assisted the 42nd Airbase Wing when it helped Air University prepare for its compliance inspection.

"I got to see behind the curtain of how inspections



work, of how our active-duty counterparts work on the base," he said.

His success didn't entirely come as a result of his own efforts. He complimented Lt. Col. Jeff Spencer and Lt. Col. Dave Hughes for doing "a fantastic job making sure the 357th has the best pilots in the Air Force," and credited Maj. Doug Hoskins for being instrumental with the pilot selection.

He also went on to praise each of the section chiefs for professionally ensuring their Airmen are excelling at all that they do while taking a moment to recognize the Air Reserve Technician team led by Lt. Col. Stephen D. Catchings for running the squadron day in and day out.

"I feel like I'm at the bottom of the inverted pyramid," he said of his new job. "Instead of just supporting 357th members, I'll be supporting the entire operations group."

He sees his major responsibilities as helping the group and its squadrons carry out their missions, making sure airmen have what they need to get their job done from ensuring that across the group, the squadrons are resourced properly, to ensuring Airmen are ready to go out the door.

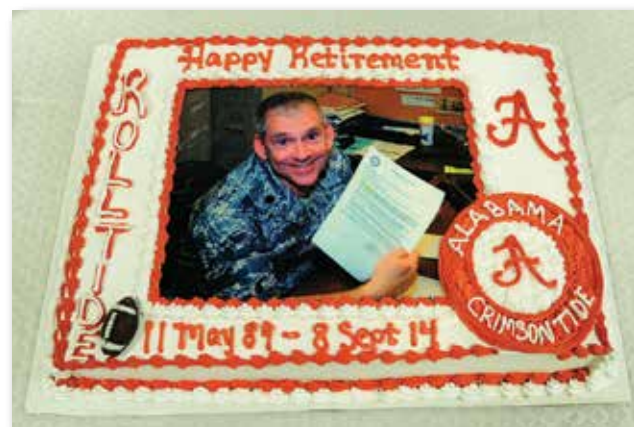
"What a great, great honor it's been to serve as the squadron commander of these incredible people," said Drescher, "being a part of the 908th for 10 years has just blown me away."



908th Airlift Wing welcomes Lt. Col. Daniel Ebrecht new commander 357th Airlift Squadron...



...and farewell to Lt. Col. Joel Marsh 908th JAG



HOME AGAIN

Members of the 908th AES recently returned from deployment to Ramstein AB Germany, where they flew over 17 aeromedical evacuation missions to Bagram AB Afghanistan and stateside trips to Andrews AFB, Md. From left, Lt. Col. Richard Foote, Master Sgt. Apen Phillips, Master Sgt. Jonathan Griswold, Master Sgt. Christopher Hines, deployers Senior Airman Gary Tanks, Master Sgt. Ronnie Patterson and Senior Airman Charla Colbert, Chief Master Sgt. Patrick Weir, Col. Edward Jennings and Maj. George Hilyard.



Air Mobility Command Individual Safety Milestone Hours

The 908th AW Safety Office will recognize the following individuals during the October UTA for achieving accident-free milestones, in accordance with AFI 36-2833 and AMCI 36-2805.

357 AS

1,500 Capt. David Castillo
1,500 Tech. Sgt. David Davis
1,500 Tech. Sgt. Wyatt Lewis
1,500 Maj. Samuel Manno
1,500 Maj. Jaran Meinen-Derr
2,500 Maj. Derek Shehee
3,500 Lt. Col. Craig Drescher
5,000 Senior Master Sgt. Adam Childers
5,000 Lt. Col. Steve Coppi
6,500 Master Sgt. Shawn Lisle
7,500 Lt. Col. Jeff "Pappy" Spencer
8,500 Chief Master Sgt. Brent Solomon

908 AES

1,500 Senior Master Sgt. Quadro Smith



The Heart of Alabama CFC Campaign Window started on Sept. 15 and runs through Nov. 14. As a wing our goal is to raise \$6,500. Donations can be submitted via cash or check to your respective organization.

The POCs are as follows:

908th AW: First Lt. Joshua Odom	953-6396
AW Staff: Mr. Gene Hughes	953-7874
MSG: Maj. Michael McDonald	953-8545
OG: First Lt. Natalie Marshall	953-2777
MXG: Tech. Sgt. Amber Jackson	953-5978
ASTS: Staff Sgt. Chiquita Charles	953-5714

Additionally, credit card donations can be made via www.heartofalabamacfc.org. Payroll deductions are available to all civilian employees as well as all Air Force Reserve Technicians.

Safety: The cheese stands alone

Swiss model gives Airmen chances to stop errors

By Maj. Sam Manno
908th Safety Office

When an accident occurs, our job in Safety is to get to the root cause, determine the “why”, and help implement smart solutions to prevent a reoccurrence. A well-known model used to do this is the “Swiss Cheese” model. Renowned psychologist James Reason developed this accident causation model to demonstrate how most accidents can be traced to four levels of failure: Organizational Factors; Unsafe supervision; Preconditions; and Unsafe acts.

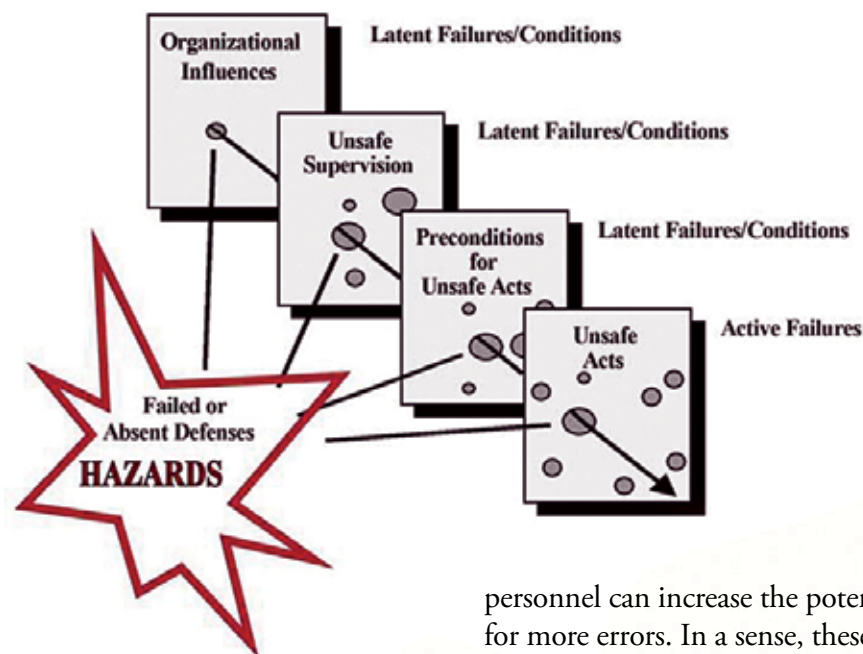
In the “Swiss Cheese” model, the four levels to prevent accidents are modeled as a series of layers, like slices of Swiss cheese. Each slice is an opportunity to stop an error. The holes in each slice represent weaknesses or failures in each layer of the system. When the holes align, all layers are defeated and the result is an accident or incident.

Unsafe Acts

Working backwards in time from the accident or incident, the first layer depicts those “unsafe acts” that ultimately led to the mishap. This level generates the most investigation, and it is the level where most causal factors are uncovered. After all, it is typically the actions or lack of appropriate actions that are directly linked to the accident.

Latent conditions

What makes the “Swiss cheese” model particularly useful in investigating accidents is that it forces investigators to address latent failures within the causal sequence of events.



The latent failures are also “holes,” but in different slices of cheese. Latent failures, unlike their active counterparts, may lie dormant or undetected for days, months, years or longer, until one day they adversely affect the unsuspecting person or crew.

Within this concept of latent failures, Reason described three levels of human failure described below.

Preconditions for Unsafe Acts

This level involves conditions such as mental fatigue, poor communication and coordination practices, and frequent interruptions. As an example, if a fatigued member fails to communicate and coordinate their activities, poor decisions are made and errors often result.

Unsafe Supervision

In many instances, the breakdown in good practices can be traced back to instances of unsafe supervision. Errors from lack of sufficient supervision are prone to happen. The lack of quality assurance, support systems, training and availability of qualified

personnel can increase the potential for more errors. In a sense, these members were “set up” for failure.

Organizational Factors

In Reason’s Model, fallible decisions of upper-level management directly effect supervisory practices, as well as the conditions and actions of their personnel. These latent conditions generally involve issues related to resource and acquisition management, organizational climate, and organizational processes.

Examples of these can include acquisition policies & design practices, unit culture, unit deactivation (or the threat of unit deactivation), organizational training issues, and program management/oversight.

Ultimately, causal factors at all levels must be addressed if any prevention system is going to succeed. One needs to know what these system failures or “holes” are so that they can be detected and corrected before an accident occurs. Understanding and correcting latent failures is critical in conserving our war fighting capability and protecting our airmen.

Drowning in alphabet soup

Here’s some help for making your way through AFIS, CCIP, WIT and EET

By Maj. Tonia Stephens
908th IGI

Recall the days of getting spun up with folder reviews, ORTPs, Gulfport flyaways, etc., as we prepared for the “big one”.... ORI! Though exciting as that time was, the Air Force has now shifted the paradigm from “readiness for inspection”, to “real readiness, always.”

The new Air Force Inspection System (AFIS) is about enabling commanders with a support system to find and correct problems locally and to provide the command chain and staff data to improve policy and programming through the implementation of a Commander’s Inspection Program (CCIP).

CCIP is only one component of the new Air Force Inspection System — with a ready date of October 1, 2014 — but it is the most critical component of the entire system. A trusted and verified CCIP is the foundation of the AFIS. With an effective CCIP, Wing Commanders can be assured that their self-assessment programs are reporting accurately while the “independent assessment” portion of the CCIP ensures the effectiveness of subordinate organizations — this equates to accountability at the lowest level.

It has been stated that this new inspection method represents a transformational shift in our thinking about unit effectiveness, and about the roles and responsibilities of commanders, inspectors and

functionals. It has been realized that over the years, there has been a mindset that periodic external inspections were the primary indicators of unit health, and was the primary incentive to motivate compliance.

The unintended consequences of the system we’ve grown up with include some of the following: thousands of man-years wasted on inspection readiness that contributed little to mission readiness; and an unspoken, but clear message that how we look when the IG is looking is more important than who we really are every day.

Within the 908th, the Wing/CC, CCO, and IGI offices are working collaboratively to develop the CCIP under the auspices of the new IGI Office. The CCIP no longer lends itself to the full-blown

ORE and ORI exercises as we have known in the past. We are now responsible for participating in Horizontal and Vertical self-assessments and hands-on exercises under the review of a Wing Inspection Team (WIT) with the help of Subject Matter Experts (SMEs) known as the old Exercise Evaluation Team (EET) members.

Now, in the military world, it is understood that you may be well accustomed to acronyms. However so, even those of us who are acronym savvy can get lost in the alphabet soup placed before us as it relates to the CCIP program. To make the transition as painless as possible, the 908 IGI Office is ready, willing, and able to share what we know to help change the mindset to “Real Readiness ... Always.”



SENIOR NCO INDUCTION



Airmen of the 908th Airlift Wing participated in the recent SNCO Induction Ceremony at the Maxwell Club. The event's guest speaker was AFRC Command Chief Master Sgt. Cameron Kirksey, former command chief and longtime member of the 908th.



New to the 908th

Maj. Christine van Weezendonk, AW
Capt. Justin Smith, ASTS
First Lt. Schoberle Atkins, AES
Master Sgt. Barry Wilson, MXS
Tech. Sgt. David Priester, AMXS
Tech. Sgt. John Marshall, MXG
Staff Sgt. Stephanie Barrow, 25 APS
Staff Sgt. Jazika Levorio, AW

Staff Sgt. James Taylor, CES
Staff Sgt. Marcus Adams, LRS
Senior Airman James Emanuel, 357 AS,
Senior Airman Nathaniel Lottie, AES
Airman 1st Class Keyla Fudge, FSS
Airman 1st Class Rashad Grimes, FSS
Airman Basic Jeremy Slaughter, FSS

Preparing to Disembark

Lt. Col. Mark E. Harrison, 357 AS
Lt. Col. Robert D. Rosedt, ASTS
Capt. Steven D. Hardin, AES

Senior Master Sgt. Don J. Johnson, AES
Senior Master Sgt. Cathi D. Bradford, AW

* The next Reserve Retirement Briefing is set to take place Dec. 6 at 9 a.m. at Building 903, the MSG Conference Room.*

Gaining Altitude

Senior Master Sergeant



Diana Kendall

Master Sergeant



Aaron L. Knight
Durwin H. Law
Michael A. Smith
Debbie S. Walker

Technical Sergeant



Brenda C. Johnson
Willie C. Lawson

Staff Sergeant



Barbie L. Hamilton
Trayunne A. Lucas
Dominique Montgomery

Senior Airman



Jonathon C. Fomby
Nathaniel Lottie
Alicia T. Thompson
Derrick W. Wright

Airman First Class



Xavier S. Coffey
John E. Flournoy
Ykeona R. Kelley
Matthew T. Marshall
Justin R. Nesser
Derrick W. Wright



Marathon (Air)Men

Several members of the 908th Airlift Wing recently took part in the 24-Hour Run, hosted by the 42nd Air Base Wing. From Friday afternoon, Sept. 12, throughout the night and all day Saturday, teammates took turns making laps around the circle at Air University and getting a few minutes of sleep. When the clock finally ticked off the final second, the 908th team had finished in third place, having tallied a total of 143 miles.



Team members were: Chief Master Sgt. Connie Rollins, LRS; Tech. Sgt. Billy Kidd, FM; Master Sgt. Timothy Rollins, MXS; Master Sgt. William Beach, LRS; Senior Master Sgt. Terry Shook, AW; Master Sgt. Michael Freeman, CP; Staff Sgt. Jeffrey Lawson, Command Post (AD); Master Sgt. Vickey Matthews, LRS; Tech. Sgt. Chris Moore, SFS; Airman Michael Sankey, LRS; Staff Sgt. Gary Broaden, 25th APS; Senior Airman Nicholas Sconiers, 25th APS; Staff Sgt. Timothy Holmes, AW; Senior Master Sgt. Jeffrey Bello, AW; Staff Sgt. Enrique Castillo, SFS; Tech. Sgt. Christopher Pike, SFS; and Corey Lee.



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