

RABBIT TALES



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Care Package Guidelines

Care packages for the deployers must be at the 970th AACCS building ORC desk no later than 23 July. There are a few guidelines to keep in mind:

General Order 1 prohibits any form of weapon, alcohol, or pornography. Make sure their name is clearly marked on the package. Please do not tape the packages shut because customs will open it anyway to go through it. Keep the package as close to 25 pounds as possible, and if it is breakable, please designate it as such.

Also, if you are able to get a Customs Declaration Form from the post office (free) it speeds the process up, but is not necessary.

This UTA in History

July 14, 1986 – Raymond Loewy, the hugely influential industrial designer who put his mark on the American automobile industry with groundbreaking vehicles such as the Studebaker Champion, Starliner and Avanti, dies on this day in 1986 at his home in Monte Carlo at the age of 92.

Among Loewy's other famous designs were the Lucky Strike cigarette package, the slenderized Coca-Cola bottle, the U.S. Postal Service emblem and the Exxon logo.

July 15, 1988 – On this day in 1988, Die Hard, an action film starring Bruce Willis as wisecracking New York City cop John McClane, opens in theaters across the United States. A huge box-office hit, the film established Willis as a movie star and spawned three sequels. Die Hard also became Hollywood shorthand for describing the plot of other actions films, as in "Speed is Die Hard on a bus."

As played by Willis, McClane was notable as a new type of action hero—funny and flawed. The film, which was directed by John McTiernan (The Hunt for Red October, Last Action Hero), received four Oscar nominations, for Best Sound, Best Film Editing, Best Visual Effects and Best Sound Effects Editing.

Upcoming Events

Recurring Events:

Monday Nights – 1700 – Monday Night Volleyball

Tuesday Nights – 1700 – Spring Flag Football League

Thursday Nights – 1700 – CoEd Softball League

21 July – 1300 – Give Parents a Break @ CDC

28 July – 1000 – Mom/Dad Day Out @ 970th

On-base Motorcycle Policy

Reservists planning to ride motorcycles while on orders, during annual training or while participating in unit training assemblies should plan to complete an approved motorcycle training course. According to Air Force Instruction 91-207, Traffic Safety Program, at a minimum, Airmen are required to complete a Motorcycle Safety Foundation-approved basic rider's course before operating a motorcycle.

Reservists who have prior motorcycle riding experience may complete a more advanced course, provided it is certified by the foundation.



970th EAACS dodge ball team, July 2012. (Courtesy Photo)

In The Spotlight



Captain Lori Unks

Unit: 970th Airborne Air Control Squadron

Job title: E-3 Navigator

Hometown: Yukon, Oklahoma

Place I'd like to visit: Switzerland, Australia and New Zealand.

Favorite part of my job: The people I work with.

Biggest pet peeve: When people say "irregardless."

Little known fact about me: I got married in the mobility shop of the 963rd.

Favorite memory from your time in the 513th: When Lloyd Palmer has to leave the cockpit for the remainder of the flight.

If I had a superhero ability, it would be: Time travel.

To suggest someone to be featured in the next issue, email 513acg.publicaffairs@tinker.af.mil.



Technical Sergeant Curtis Clowdus

Unit: 513th Aircraft Maintenance Squadron

Job title: Aircraft Hydraulics Technician

Hometown: Yukon, Oklahoma

Place I'd like to visit: Egypt and Schlitterbahn Water Park.

Favorite part of my job: The job satisfaction of fixing broken airplanes.

Little known fact about me: People already know everything about me.

Biggest pet peeve: Procrastination

Favorite memory from your time in the 513th: When I met my wife.

If I had a superhero ability, it would be: Super human strength. Then I would have no worries with passing the fitness test.

From the Top

by Col. Jeffrey McGalliard
Commander, 513 ACG



For this month, I've taken a page from the Julian Assange (still hiding in the Ecuadorian embassy in London) playbook. The following are shamelessly stolen and paraphrased bits of July 4th trivia:

"During the American Revolution, the legal separation of the colonies from Great Britain occurred on July 2, 1776, when the 2nd Continental Congress voted to approve a resolution of independence that had been proposed in June. After voting for independence, Congress turned its attention to writing the actual declaration, with Thomas Jefferson as its principal author. Congress debated and revised the wording of the Declaration, finally approving it on July 4. A day earlier, John Adams had written to his wife: "The second day of July, 1776, will be the most memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations, from one end of this continent to the other, from this time forward forever more." Adams' prediction was off by two days. Historians have long disputed whether Congress actually signed the Declaration of Independence on July 4, even though Thomas Jefferson, John Adams, and Benjamin Franklin all later wrote that they had signed it on that day. Most historians have concluded that the Declaration was signed nearly a month after its adoption, on August 2, 1776, and not on July 4 as is commonly believed. (For the lawyers among us, no you may not have Aug 2 off as a holiday.) In 1777, thirteen gunshots were fired in salute, once at morning and once again as evening fell, on July 4 in Rhode Island. Philadelphia celebrated the first anniversary in a manner a modern American would find quite familiar: an official dinner for the Continental Congress, toasts, 13-gun salutes, speeches, prayers, music, parades, troop reviews, and fireworks. In 1778, General Washington marked July 4 with a double ration of rum for

his soldiers and an artillery salute (a fitting pre-cursor to Ops' cowbells). In 1791 the first recorded use of the name "Independence Day" occurred. In 1870, the Congress made Independence Day an unpaid holiday for federal employees. In 1938, Congress changed Independence Day to a paid federal holiday."

Our Air Force has been at war for 22 years next month, and of all the changes that have occurred since then, none is more profound than the shift in steady-state reliance on the nation's Reserve forces. Two hundred and thirty six years later, our generation is called to remind the world of the statement made in that Declaration. Like you, I'm constantly reminded of that fact when I happen to be in uniform off-base, and am thanked for our service by someone on the street. How should I respond? Thinking back to how our parents' generation (Vietnam-era vets) was received on their return from that conflict, I'm struck with the need to reply that we are the best-trained and best-equipped generation of warfighters in all of history – a conscious choice made by the American people and taxpayers. For that, we need to thank those same folks that express their gratitude to us every day.

We have much to be thankful for and much to remember, honoring not only those who quite literally risked (and in many cases gave) all by signing that Declaration, but also our deployed team members and their families. Please keep them in your thoughts and prayers this month. Get your care packages ready for us to deliver on the tailswap, departing July 26th! They're 60 days into the deployment and having a huge success every day, due to the extreme professionalism and mission-dedication that is a rich part of the 513th heritage.

Sentry in Reserve,

Col McG



Where are They Now

Col. Kenneth Suggs (Ret.) was the first commander of the 513th Air Control Group. He served as commander from the unit's activation through 2001.

Greetings to all 513th Air Control Group members from one who was there at the beginning, and who participated and watched as you folks built and continue to strengthen an outstanding unit. It is a pleasure to say hello and participate in the "Where Are They Now" feature. I'm awful thankful that I am here to respond; it's a heck of a lot better than the alternative.

For the basics, I'm living out in California, near Travis AFB. I am raising my seven-year-old son and umpiring high school, college, and adult summer league baseball. I still have my main residence in San Antonio, Texas, and plan to return there eventually. For now, I reside in a 40-foot 5th wheel "toy-hauler." I put the Harley in the RV "garage" and go pretty much wherever my life leads. This retirement stuff ain't all that bad, and the boy plus the umpiring keep me active and pretty fit. The baseball is high quality out here, and the riding is fantastic. Within an hour and

a half I can be on the beach if I head west; or if I head east, Tahoe and Yosemite are just two hours away. During the school year, I volunteer teach "accelerated" math to first and second grade classes at the on-base elementary school. I stay busy; it is Better to Burn Out than



Courtesy photo, taken in 2010.

Rust! Some think I made that line up, but it's actually a slightly re-worded line from a Neil Young song. I may be old, but I got to see the really good bands!!

Public Affairs asked me to include my memories of the 513th ACG; to tell some stories about the "old days" when we sat in an office over in the 507th ARW/CC's building, with, well, nothing but paper, pencil and an idea. By we, I mean Lt. Col. Steve Mit-tuch, CMSgt Tina Long (then SSGT Tina Hutts), and me. There was always a friendly argument between the three of us about who was the first person "hired" into the 513th, and the truth is, it depends on whom you

ask. There wasn't a manning document, there wasn't a budget, there wasn't even an order yet officially creating the unit. All we had was this limited guidance from HQ AFRC: "Let's start an associate unit in Air Combat Command (ACC)." And ACC wasn't all that interested at the time. ACC certainly wasn't going to "share" their fighter aircraft. And since the associate concept worked in Air Mobility Command (AMC), what ACC aircraft had a similar aircrew and maintenance structure? Why the AWACS, of course. So AFRC said, "Let's do an associate AWACS unit." It was sort of like, "Let there be light!"

I can't say that all of ACC or AFRC bought in to the concept at first. I didn't buy in at first. I remember being at the AFRC Ops Group Commander's conference where the concept was first presented. Every one of my peers was saying, "I'd hate to be the guy who gets handed that bucket of worms. How in the hell is that going to work?" About a week later, I was summoned to the 4AF/CC's office. The conversation started with, "Ken, you're from Oklahoma, aren't you?" and ended with an assignment to Tinker AFB as a "Special Assistant to the Commander." And so the journey began, returning from California along I-40 (Route 66); "Oklahoma City is oh, so pretty!" I headed back home where I was introduced to the world of AWACS through Tina and Steve.

It was mixed emotions. How many times in life does one get the opportunity to start something that's never been done before? But I was a Tanker Toad; I didn't know anything about AWACS. I had a vision of what an associate unit should be and how it should operate; but would the model I knew work in ACC? Would the 552nd ACW share in that vision? The first meetings were tough; we just weren't on the same page. It was no one's fault. It was new and different. At first working with the 552nd was like teaching a pig to sing; we couldn't find a tune they liked and it just generally annoyed the pig.

But we persevered. Step by step we grew. The maintainers were key. Col. Rod Lane, Chief DiTomasso and Chief Riley brought experience and leadership that were essential to us showing our "value" to the 552nd. We added great people like Aubrey Morgan, Jimmy Little, the Dickerson's, and Dale Robertson. Jack Ramsaur stepped up to be the flying squadron commander. And a hundred more who liked who we were and what we stood for. We taught former AWACers in the way of the Reserve. We showed our value, that we were a multiplier, not a divider. Good people, quality

people joined us. Characters? Yes. Character? Yes. We developed and maintained a unit identity all our own, one that remains intact today.

And so we grew. We reached operational capability ahead of schedule, yet in some cases our contributions weren't fully recognized. One of the highlights I remember is entering the Top Scope competition in 1997. Folks still didn't quite know who we were at the time. I remember going to the Top Scope awards banquet the final evening down at Tyndall AFB, Fla. They had no table or place reserved for the 513ACG/CC so I found a seat in the back of the room. I made 15 trips to the front of the room to accompany our competition winners...we won 15 out of 16 trophies that year. General Estes (NORAD Commander) soon realized who we were and what we could bring to the fight. In 1998, we were named the Air Force Association's (AFA) Outstanding Reserve Unit of the Year; what an honor it was to go to Washington to the AFA convention and accept that award in recognition of all the 513th members who contributed so much and who performed so admirably. And we proved our unit's capability and worth when activated in 1999. We not only supplied aircrew and maintenance to Southwest Asia, we ran the entire operation from Incirlik, Turkey. Our crews

and maintainers were recognized and commended for their outstanding performance.

Oh, we had our 'gotcha's' too! Ask one of the old timers about the trip to Robins AFB and the AFLC flag. Or Geilenkirchen and the rental vans and the piano in the hotel lobby. Or the civic leader trip to Memphis. Always put a lawyer on your TDY manning document! There are a thousand good memories to think about, but the 513th is my favorite memory of all. The RV sleeps 10, so if you ever need a place, my door is always open. Opening doors is a favorite thing of mine. And the stories we can share... You are a first. Our unit is unique. Our unit proved the associate concept is valid and vibrant. You traveled down

the AWACS associate road and proved it can be done. You have demonstrated your superior ability time and time again. You are one of a kind and I am so proud to have played a part. Thank you for joining this unit and the Air Force Reserve. Thank you for performing so admirably. Thank you for your service to this great nation. God Bless you all. And the road goes on forever; and the song, it never ends.



Official photo, taken between 1999-2001.



Post-run photo of the 970 EAACS members who participated in the 5k run. (Courtesy photo)