

RABBIT TALES



THE OFFICIAL NEWSLETTER OF THE 513TH AIR CONTROL GROUP



Tinker AWACS' Father-Son Team

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PLUS: Cellphone Penalties Increase | Deployed Airmen drop 1,200 Pounds

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Free Tax Preparation

If you are eligible under the Military OneSource program, you can complete, save and file your 2012 Federal and up to three State returns online for free with the H&R Block At Home® Basic tool.



Log in and use the Quick Link located on the left side of the website, visit:

<https://www.militaryonesourceeap.org>

This UTA in History

April 6, 1896 – The Olympic Games, a long-lost tradition of ancient Greece, are reborn in Athens 1,500 years after being banned by Roman Emperor Theodosius I. At the opening of the 1896 Games in Athens, Greece, a crowd of 60,000 spectators welcomed athletes from 13 nations to the international competition.

At least 280 participants from the 13 nations competed in 43 events, covering track-and-field, swimming, gymnastics, cycling, wrestling, weight lifting, fencing, shooting, and tennis. All the competitors were men, and a few of the entrants were tourists who stumbled upon the Games and were allowed to sign up. The track-and-field events were held at the Panathenaic Stadium, which was originally built in 330 B.C. and restored for the 1896 Games. Americans won nine out of 12 of these events.

April 6, 1917 – Two days after the U.S. Senate voted 82 to 6 to declare war against Germany, the U.S. House of Representatives endorses the declaration by a vote of 373 to 50, and America formally enters World War I.

On June 26, the first 14,000 U.S. infantry troops landed in France to begin training for combat. After four years of bloody stalemate along the western front, the entrance of America's well-supplied forces into the conflict marked a major turning point in the war and helped the Allies to victory. When the war finally ended, on November 11, 1918, more than two million American soldiers had served on the battlefields of Western Europe, and some 50,000 of them had lost their lives.

Source: www.History.com/this-day-in-history

Penalties for cellphone use increased at Tinker

by Mike W. Ray
Staff Writer, Tinker Take Off

Gabbing on a mobile phone while driving on Tinker Air Force Base will soon be strictly prohibited.

Effective April 1, anyone caught talking or texting on a phone while operating a motor vehicle on base — even if you're waiting at a stop sign or a traffic signal — will be subject to a stiff penalty.



- The penalty for a first offense of the new policy is suspension of driving privileges on the base for seven days.

- For a second offense, the penalty will be revocation of driving privileges on the installation for 30 days.

- Any motorist who violates the policy a third time will be banned from driving on base for 90 days.

“That'll mean a lot of walking, or bumming rides from somebody else,” said Lt. Col. Rick Johns, deputy commander of the 72nd Mission Support Group.

Only hands-free devices will be permissible while operating a vehicle — and the new decree is quite specific. Proper use of a hands-free device “is defined as completely hands-free,” the policy stipulates. “Holding a phone and using its speaker/microphone feature is a violation of this policy,” Colonel Johns said.

Read the rest of the story here:

<http://journalrecord.com/tinkertakeoff/2013/03/21/base-cellphone-usage-policy-changing-april-1/>

Cover Photo

Airman 1st Class Dennis Deitchman and Master Sgt. Frank Deitchman stand in front of an E-3 Sentry on the flight line at Tinker AFB, Okla. The father and son are both stationed at Tinker AFB and work with the E-3 aircraft. (USAF Photo//TSgt Sandra Hatton)



Reflections from a Very, Very Grateful Commander

by Lt. Col. Matt Conrad
Commander, 970 AACCS

As I look back at my time as Commander of the 970th, I am most proud of all of you. As MSgt Best likes to remind me, “your tour certainly has been interesting” (understatement of the year.)

You folks were amazing. You folks are amazing. Your accomplishments in the ORI, ASEV, UCI, two deployments to the desert (one voluntary, and one not-so-much), RIMPAC, monthly TDYs, and of course all the weekend participation in UTAs have been nothing short of remarkable. To steal a line (with major modifications) from Winston Churchill, “Never in the history of the 970th, have so many, sacrificed so greatly, accomplished so much, and done so with so little complaining—for the most part.” Obviously, our performance in SW Asia was not pivotal to the survival of the free world as was the original quote made for the performance of the RAF pilots in WW II, but nonetheless, it is our history. It was our sacrifice.



Lt. Col. Matt Conrad (front) stands with the deployed airmen from the 513th Air Control Group. More than 80 members of the 513th ACG served Southwest Asia in 2012. (U.S. Air Force Photo)

Your participation in the 180-day UTA to the desert will never be forgotten—at least by me. I was impressed every day by your commitment and ability to “get the job done.” I reminded you frequently until it became an irritant to you to “keep the main thing—the main thing, that is, flying airplanes and accomplishing the mission.” I relied on you to do that because I, as the commander, was engaged in many other things that varied in importance, and most certainly further removed from the main thing. I needed you focused. You came through every time. 98% accomplishment rate—under those conditions—is nothing short of amazing.

I have learned three major lessons from our deployment:

1) 180 day deployments are not a recipe for long term success for either our squadron or the entire AWACS MDS.

2) As an associate unit, we need to be creative and continue to seek to accomplish the mission in ways that are mutually beneficial to both us and our active duty counterparts.

3) Finally, we have great people, we train the right way, and we take care of each other and the little things. There can be no doubt that nobody on the planet can provide airborne C2 like the men and women of the 970th. I have witnessed each of you over the years grow as professionals in your specific career, and continue to mature as a military member.

I am extremely proud of all of you and what you have accomplished and what you can accomplish when your nation calls. That is our mission to be ready to “Fly, Fight, and Win!” It has been our history and will continue to be our future. In closing, I would like to say, never in the history of the 970th has a commander been so blessed, to work with such great people, who have accomplished so much, and sacrificed so greatly. For this opportunity, I will always be grateful.

Thanks,

Lt. Col. Conrad



Father and son team find themselves at same base

by Tech. Sgt. Sandra Hatton
NCOIC, 513 ACG Public Affairs

Although they aren’t in the same career field, Master Sgt. Frank Deitchman and Airman 1st Class Dennis Deitchman are a father-son team proud to serve and work on the E-3 Sentry here at Tinker Air Force Base, Okla.

Sergeant Deitchman is an Air Radar Technician with more than 5,400 flight hours on the Air Warning and Control System (AWACS) Aircraft. He is assigned to the 513th Air Control Group and has been stationed at Tinker AFB since 1990.

Airman Deitchman is an Electronic Warfare Technician assigned to the 552 Aircraft Maintenance Squadron. He has been stationed at Tinker AFB for less than a year.

Sergeant Deitchman believes that growing up around the Air Force influenced his son’s decision to join. Airman Deitchman started asking about and showing interest in all of the services, but the Air Force appealed most to him.

“It seemed like a good career opportunity and a good way to go see new places and do things I wouldn’t have gotten to do,” Airman Deitchman said.

Although he hoped to visit new places and experience different bases and aircraft, he wasn’t disappointed when he found out his first duty station would be close to his hometown.

“It’s nice to be home with family and friends. It makes some things a lot easier,” Airman Deitchman said.

Sergeant Deitchman had mixed emotions about his son’s assignment. He knew that his son wanted to see more of the world, but he certainly appreciated having him close to home.

“It’s pretty cool to go out to the flight line and see your own son working hard to keep us flying and safe. Makes me very proud,” he said.

Airman Deitchman takes a lot of pride in serving with his father.

“The most rewarding part of my job is that I get to make sure the aircraft [my dad] flies on is good to go and that I help in making sure he and his crew get home safely,” Airman Deitchman said.

513th, 552nd beat Canadians on the ice



Once again the Americans defeated the Canadians in the 552nd Air Control Wing’s fifth annual Can/Am Cup ice hockey game March 22. The Americans outskated the Canadians, 8-2. The Americans have now won the last three consecutive contests and four of the five games.

Thumpers T.J. Brennan, Justin Paquet and Joe Brown represented the 513th Air Control Group on the team.

Fit to Fight MVPs

Capt. Phil Schredl	Capt. Cody Chitwood
Score: 98.8%	Score: 96.6%
Run time: 9:50	Run time: 10:50
Sit ups: 61	Sit-ups: 61
Push ups: 54	Push-ups: 56

Promotions

Congratulations to this month’s promotees!
All promotions effective April 1, 2013.



Staff Sgt. Caleb Wanzer
(513 ACG)



Tech Sgt. Douglas Wall
(513 MXS)



Master Sgt. Michael Odparlik
(970 AACCS)



In The Spotlight



Master Sergeant James Gasaway

Unit: 513th MXS

Job title: Aircraft Structural Maintenance Shop Chief

Hometown: Martins Ferry, Ohio

Place you'd like to visit: Graceland. "Hail to the King, Baby!"

Favorite part of your job: Working with the same people I worked with on active duty.

Biggest pet peeve: People who don't put items back where they belong!

Little known fact about you: I'm a HUGE Ohio State Buckeyes fan!

Favorite memory from your time in the 513th: Helping win the 513th's first ever Tinker AFB softball base championship in 2009.

If you had a superhero ability, it would be: Super Human Strength. "Hulk Smash!"



Lieutenant Colonel Timothy "Frosty" Frost

Unit: 970th AACCS

Job title: Evaluator Mission Crew Commander - Facebook Commander

Hometown: Fort Collins, Colo.

Place I'd like to visit: Hawaii

Favorite part of my job: The people I work with. It's the reason I've stayed forever, and ever, and ever.

Biggest pet peeve: Inconsiderate drivers.

Little known fact about me: I'm a huge Notre Dame fan.

Favorite memory from your time in the 513th: Besides serving this great nation, the top 3 would be Winnipeg Airshow, Central Enterprise and the Louisville Airshow.

If you had a superhero ability, it would be: To fly, that way I could see my wife without funding Kurt Klewins' and Brad McBride's kids college fund.

Safety Corner

by **Guy Minor**
FAA Aviation Safety

Have you ever noticed how we sometimes take a perverse pleasure in reading articles that detail aircraft accidents? That's not terribly surprising; after all, an accident account is a cautionary tale complete with good guys and bad guys, tragedy and mayhem. You just can't look away!

Another guilty pleasure of accident reports is the ability to heave a sigh of relief because it wasn't you, and perhaps you convince yourself that it could never be you. Our natural tendency to make judgments helps insulate us from the tragedy. He made a dumb move. He was somehow deficient in experience or intelligence. It seems right to balance the scales of justice. There is a bad outcome; someone should pay the price.

To Err is Human

It might help to understand that error is part of the human condition. The design of the human brain hardwires us for practices that lead to success in addition to those that lead to errors. Success is the upside of having a brain, mistakes the downside.

The problem is we often have no idea whether to call our actions success or failure until we observe their outcome, and sometimes it is just too late. In considering error, it is useful to note that our brains have two functional modes: conscious workspace and long-term memory. If we encounter a problem we have never seen before, we use the conscious workspace to "noodle out" a solution. The conscious workspace operates in trial and error mode, and it is easy to understand how the trial and error mode might cause error. We try something. If it works, we call it success. If it does not work, we call it error.

If, on the other hand, we encounter a situation we have seen and solved in the past, we retrieve a program or skill from long-term memory to perform that task more quickly. These automatic routines guide much of our behavior because we are very comfortable working in mental autopilot mode. The error trap lurks, though, because if something changes about the context of the behavior during the running of a skill program, we need to alter the program to account for the change. These kinds of changes require us to exit autopilot mode, pay

close attention, and then alter the plan to accommodate the change. If we stay on mental autopilot or if we don't focus properly on the change, we might simply miss the change and continue with the old behavior. The problem, of course, is that the old behavior may no longer be appropriate for a new situation. Result: error.

Managing Mistakes

Human error and human success come from the same psychological processes, so error in itself is not bad. It is the context in which we make the error that makes it so dangerous. Errors made in an unforgiving context like aviation can easily lead to disaster. We cannot change the penchant of people to make mistakes.

We can however ask why the mistake occurred, and determine how to address the cause in a systemic (not individual) way. We can structure and manage the system, so it is less likely to promote error, and so it will be more forgiving of error when it does occur.

And we can look within ourselves. It is always smart to learn from your mistakes, but smart pilots prefer to learn from others' mistakes. When reading those accident and incident accounts, though, avoid the smug and superior mindset we so often tend to assume. Consider that the people who made those mistakes are people just like you — people who did not intend to do things that would cause an accident or incident. The remedy is to focus on the "why," not on the "who." The "why" question deals with influences, which gets to the systemic heart of the matter. And that's when you truly learn why smart people can do dumb things and how you can avoid a similar situation.

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Guy Minor is a FAA Aviation Safety Inspector and is currently on detail as a FAASTeam Program Manager with the Western-Pacific Region. Guy is also an adjunct instructor at the Transportation Safety Institute in Oklahoma City where he teaches the Experimental Aircraft Accident Investigation course.

Remember:
SAFETY BEGINS WITH YOU!

513ACG.Safety@tinker.af.mil

Deployed 970th Airmen drop 1,228 pounds

by Staff Sgt. Caleb Wanzer
513 ACG Public Affairs

TINKER AIR FORCE BASE – Sixty-three Airmen from the 970th Airborne Air Control Squadron dropped a combined 1,228 pounds during their 6-month deployment to Southwest Asia.

Fifteen of the deployed Airmen went a step further and competed in a weight loss competition organized by the squadron. Captain Cody Chitwood, an Electronic Combat Officer with the 970th AACs, won the weight loss competition with a total of 69 pounds lost.

“Going into the contest, I thought I might lose up to 40 pounds,” Capt. Chitwood said. “I had no idea I would be able to lose as much as I did.”

The competition wasn’t the only thing that motivated



Lt. Col. Matt Conrad and Lt. Col. Perry Jones celebrate after a run while deployed to Southwest Asia. Sixty-three Airmen deployed from the 970th AACs lost more than 1,200 pounds during their 6-month deployment. (Courtesy Photo)

him. Capt. Chitwood was most driven by the desire to lose his extra weight. He also credits his fellow deployed Airmen for keeping him on track.

Losing more than 1,200 pounds is not typical for deployed units. Capt. Chitwood attributed the push for weight loss to the competition.

“When people around you are having success at losing weight, it helps keep you inspired to do it yourself,” he said. “In the beginning the contest was the big motivator, but as the deployment went on people felt better from losing weight so it became easier to keep up the workouts.”

Although many of the Airmen exercised on their own, the 380th Force Support Squadron provided many opportunities to stay on track.

“(Force Support) had a log sheet where we could track all of our cardio activity, and we won a free t-shirt when we reached mileage goals,” Capt. Chitwood said. “They would also have 5, 8 and 10 kilometer races for everyone on base. Many of our crew would run these races.”

Now that he is home, Capt. Chitwood is staying up on his exercise and keeping the weight off.

“I never dreamed I would be a person who enjoyed running, but now my wife complains that I run too much,” he said. “I never thought I would have that problem.”



Lt. Col. Terry Brennan and Lt. Col. Brad McBride pose before the Zombie Run on Oct. 30 at their deployed location in Southwest Asia. The 380th Force Support Squadron organized the run. (Courtesy Photo)