

November 2014

RABBIT TILES

THE OFFICERS OF THE 513TH AIR CONTINGENT

INSIDE

513th Update // AF to implement DOD TDY policy changes

RABBIT TALES

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Rabbit Tales is a production of the 513th Air Control Group Public Affairs office.

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All photographs are Air Force photographs unless otherwise indicated.

513TH UPDATE

Upcoming events

Saturday – 1100-1630 – Chili Cook-off
(970th AACs)

Saturday – 1800 – Holiday Spirit Steak Supper
(Del City American Legion)

Dec. UTA – TBA – Group photo
(Rescheduled)

513th Christmas Party

It's that time of the year! The 513th's Christmas Celebration is set for Dec. 6th at 6 p.m. in a brand-new venue. Find your unit POC to get details and buy tickets.

Sugar Plum Fairy Contest

One lucky unit member will have the opportunity to be this year's Sugar Plum Fairy at the Christmas party. Have someone you think would love to share their holiday spirit? Vote them to the top!

\$1 per vote

\$5 for 6 votes

\$10 for 13 votes

\$20 for 27 votes

Promotions for November

Congrats to this month's promotees!

Staff Sergeant Alex Baker
(513th Maintenance Squadron)

Staff Sergeant Nasr Bey
(970th Airborne Air Control Squadron)

Staff Sergeant Mark Burrow
(513th Maintenance Squadron)

Staff Sergeant William Dykes
(970th Airborne Air Control Squadron)

Staff Sergeant David Martin
(513th Maintenance Squadron)

Staff Sergeant Jordan Wright
(513th Aircraft Maintenance Squadron)

This UTA in history

November 2, 1947 – The Hughes Flying Boat—the largest aircraft ever built—is piloted by designer Howard Hughes on its first and only flight. Built with laminated birch and spruce, the massive wooden aircraft had a wingspan longer than a football field and was designed to carry more than 700 men to battle.

Following the U.S. entrance into World War II in 1941, the U.S. government commissioned the Hughes Aircraft Com-

pany to build a large flying boat capable of carrying men and materials over long distances. The concept for what would become the “Spruce Goose”



The H-4 Hercules. (Courtesy FAA)

was originally conceived by the industrialist Henry Kaiser, but Kaiser dropped out of the project early, leaving Hughes and his small team to make the H-4 a reality.

Because of wartime restrictions on steel, Hughes decided to build his aircraft out of wood laminated with plastic and covered with fabric. Although it was constructed mainly of birch, the use of spruce (along with its white-gray color) would later earn the aircraft the nickname Spruce Goose. It had a wingspan of 320 feet and was powered by eight giant propeller engines.

Development of the Spruce Goose cost a phenomenal \$23 million and took so long that the war had ended by the time of its completion in 1946. The aircraft had many detractors, and Congress demanded that Hughes prove the plane airworthy. On November 2, 1947, Hughes obliged, taking the H-4 prototype out into Long Beach Harbor, CA for an unannounced flight test. Thousands of onlookers had come to watch the aircraft taxi on the water and were surprised when Hughes lifted his wooden behemoth 70 feet above the water and flew for a mile before landing.

Despite its successful maiden flight, the Spruce Goose never went into production, primarily because critics alleged that its wooden framework was insufficient to support its weight during long flights.

513TH UPDATE



Staff Sergeant Lyndon Jones

Unit: 513th Maintenance Squadron
Job title: AGE Mechanic in 7-level upgrade training
Hometown: Tulsa, Oklahoma
Civilian Job? Extreme Handy Repairman/General Contractor
Favorite part of your job? Competently completing tasks that help others and/or furthers the job or mission!
Biggest pet peeve: Back biting in the work force.
What did you want to be when you grew up? A National Geographic photojournalist or archeologist.
Little-known fact about you: I was a Utilitiesman with USNR CB unit 22, a 138th Fighter Wing Munitions Support Apprentice 5 level, and a 138th Services Flight 5 level between Nov. '88 and Aug. '04.
Favorite memory from your time in the 513th: Family Day 2014.
If you had superhero ability, it would be: To rid the world permanently of evil, death and destruction!!!

Fit to Fight MVP's

SMSgt Ivan Tenbrook
 Unit: 513th MXS
 Score: 100%



Lt. Col. John Mauer
 Unit: 970th AACCS
 Score: 99%

Fit to Fight hall of fame



Team Tinker

513th ACG



1.5-Mile Run

Men:	7:51	8:57	Men:	TSgt Daniel McDonald
Women:	9:44	12:07	Women:	TSgt Krystal Stalder

Pushups

Men:	110	82	Men:	SrA Robert Duncan
Women:	65	48	Women:	2nd Lt. Lily Baker

Situps

Men:	109	92	Men:	2nd Lt. Michael Doughty
Women:	84	63	Women:	2nd Lt. Amie Inman

1-Mile Walk

Men & Women:	9:15	11:22	Men:	MSgt Darrell Freel
		13:57	Women:	MSgt Elizabeth Staff

You're invited to the 513th Air Control Group's 2014

Christmas Celebration

Saturday, December 6th
6 p.m. – 11 p.m.
at Noah's Event Venue

- ✦ Open bar including 3 kegs
- ✦ Big-screen game room
- ✦ Prizes, prizes, prizes!

Enlisted:	Officer:
Single – \$45	Single – \$55
Couple – \$80	Couple – \$100

Noah's Event Venue
 14017 Quail Springs Parkway
 Oklahoma City, OK 73134



AF to implement DOD TDY policy changes

WASHINGTON (AFNS) -- The Defense Department recently implemented two TDY policy changes impacting travel reimbursements for Airmen.

The first change took effect Oct. 1, and made changes to the Joint Travel Regulations (JTR), Reimbursable and Incidental Expense Policy. The second will be a change in long-term TDY per diem expenses and takes effect Nov. 1.

Referencing the new policy for incidental expenses, contiguous U.S. (CONUS) laundry expenses, tips to baggage handlers by uniformed members and ATM fees are among those now considered part of the incidental expense portion of per diem, thus they are no longer reimbursable as separate miscellaneous expenses. These expenses will now be added to the current list which includes such items as tips to porters, baggage carriers, bellhops, hotel maids, stewards and stewardesses.

Per the Defense Travel Management Office (DTMO), the changes will simplify the travel regulation policy to align the DOD with industry best practices and to reduce travel costs for DOD.

The rate for incidental expenses will remain at \$5 per day for CONUS locations and will vary according to outside CONUS locations.

In a review of travel vouchers, the DTMO found only 13.27 percent claimed ATM fees, 4.2 percent claimed CONUS laundry and .04 percent claimed transportation tips.

If incidental expenses go over the set amount (over the entire TDY period) and travelers can justify the expense (with receipts for all expenses), they can work with their approving officials to authorize actual expense allowance (AEA) for the meals and incidental expense (M&IE) portion of per diem.

Personnel who began travel before Oct. 1, can still be reimbursed under the old policy as long as the expense was incurred before the new date.

The flat-rate per diem policy change will encourage travelers to take advantage of cost-saving opportunities for long-term travel – spending 31 days or more in a single location.

Additionally, it will urge travelers to work with hotels that have discounted rates for extended stays, usually more than 30 days, thereby saving tax-payer dollars.

The change to the regulation will provide for a flat-rate per diem expense based upon length of stay. The flat-rate will be as follows:

- On travel day to location: 100 percent of lodging per diem at the locality rate and 75 percent of M&IE

- For TDYs that are 31 to 180 days: flat rate of 75 percent of the locality rate (lodging/M&IE) for each full day, starting day two through the end of the TDY

- For those TDYs (approved by the appropriate authority per JTR) for greater than 180 days: flat rate of

55 percent locality rate is authorized for each full day, starting day two through the last night at the TDY location, then 75 percent of M&IE on the return travel day

The DOD believes for extended TDYs there are opportunities to obtain a better lodging rate. Also, when a traveler forecasts out and determines that after 30 days he/she is going to get 75 or 55 percent of per diem, they can find a hotel to stay in to meet that cost and capitalize on better food expenditures over the course of the long-term TDY.

However, there are exceptions to the policy.

It depends on if one is staying in government quarters or not. Also, if one is going to an area where the cost for all hotels is going to max out the lodging, and a flat rate is not available, authorizing officials can authorize AEA only after confirming there is no other lodging with the Commercial Travel Office. There are methods to paying the higher cost in situations where a traveler can't get the reduced rate.

In other words, any traveler unable to find suitable commercial lodging at the flat rate should contact their CTO for assistance. If both the traveler and the CTO determine that lodging is not available at the flat rate, the authorizing official may authorize reimbursement of the actual lodging expense (not to exceed the locality per diem rate).

For the full story, visit the Air Force website [here](#).

AF celebrates 'best' year in aviation safety



By Staff Sgt. Torri Ingalsbe
Air Force Public Affairs Agency

In most jobs, breaking or losing a piece of equipment doesn't cost American taxpayers millions of dollars; however, in the Air Force, operating aviation assets safely not only saves money, time and resources but also the lives of Airmen.

"Our commitment to safety has been part of the Air Force fabric from Day One," said Air Force Chief of Staff Gen. Mark A. Welsh, III. "Our goal is always to keep getting better at it."

In fiscal year 2014, the Air Force saw a 32 percent reduction in overall Class A aviation mishaps, which are categorized as flight, flight-related, aircraft ground operations and remotely piloted aircraft. According to the Air Force Safety Center, Class A

mishaps are classified by loss of life, an injury resulting in permanent or total disability, destruction of an Air Force aircraft, or more than \$2 million in property damage or loss.

"Risk management and safe operations are part of our ethos," said Maj. Gen. Kurt Neubauer, the Air Force chief of safety and the AFSEC commander. "This is truly a good news story ... commander involvement at all levels resulted in (fiscal year) 2014 being the safest aviation year in the history of the Air Force."

There was a 64 percent drop in Class A flight mishaps, from 19 to seven, which contributed to two destroyed aircraft. When compared to fiscal year 2013, with 14 aircraft, it's an 86 percent decrease. Flight mishaps pertain only to manned aircraft, and the primary factor in

those mishaps is human error.

"Flying is a 'by the book' or 'buy the farm' type of business," Neubauer said. "Our flyers showed great discipline while executing the mission. Aviator attention to detail and proper risk management enabled these historic lows."

Another factor in the decreased mishap numbers was AFSEC's facilitation of more than 57,000 Airmen providing safety feedback directly to commanders. AFSEC provided one-on-one interviews with 427 commanders around the world, analyzing and reviewing the feedback.

"I think we can attribute this success to a great proactive safety team, to commanders paying attention across the Air Force, and to aircrews who know how to do the job right," Welsh said.

Whatever you put in your chili, enter it in the...

Annual 513th ACG

Chili Cook-off

Enter your homemade chili and win the trophy!

November 1st, from 1100 to 1630
at the 970th AACCS, Building 1056
\$3 per bowl to experience it for yourself

Contact these people to enter your own recipe:

970th AACCS:

2Lt Lily Baker | 2Lt Amie Inman
MSgt Jay Harris | SrA Stephen Tritten

513th AMXS/MXS:

TSgt Nicole Tubbs | TSgt Matthew Stark
513 ACG/OSS: SSgt Jenna Goodall