


507th Air Refueling Wing and 513th Air Control Group, U.S. Air Force Reserve

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# On-final



*Maintenance squadrons  
train for aircraft recovery*

## ***Inside:***

**Civil Engineers participate  
in Silver Flag exercise**

**New simulator takes  
medical squadron training to new heights**

**Aerial Porters compete in rodeo,  
hone skills in the process**





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## On-final

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Adjustable pupil reaction allows for trainees to check the eyes for signs of various medical emergencies by providing responses to light, blinking at varying speeds, asymmetry and secretions. (U.S. Air Force photo/Senior Airman Mark Hybers)

Cover Photo



Tech. Sgt. Chad Dinwiddie, 513th Maintenance Squadron (left) and Staff Sgt. Chris Coats of the 137th Maintenance Squadron, Oklahoma Air National Guard, lower a KC-135 Stratotanker back to the ground. (U.S. Air Force Photo/Senior Airman Mark Hybers)



# Chaplain's Corner: Reading the Signs

by Chaplain Capt John C Weston

507th Air Refueling Wing Chaplain's Office

Historically, this is a high risk time for suicides. As a chaplain I have sometimes heard the thought expressed "well, you can't stop someone if they really want to kill themselves." This is true in the sense of a train coming down the tracks, building speed – at a certain point the momentum is there but what happened in the build up?

What set events in that direction? Who ignored the progress of the train previous to this?

Ultimately the person who goes through considering suicide has a number of signs. During the decision making process, part of the person wants to die, but part of them is trying to hang on, to reach out and communicate to another human being for help. Many times it is after these calls for help that suicide is undertaken. Without wingmen there to lend an ear or spend time together, they "receive" the message that things must truly be as they appear – that no one cares. Some of the warning signs we call "invitations", as they are a call out to another person for help. Some invitations along the way include actions like: giving away possessions, withdrawing from others, losing interest in hobbies, and impulsiveness. Thoughts given voice like "I can't do anything right" or "I can't think straight any more", or "No one can do anything to help me now" can all be invitations to

help. Feelings such as being desperate, angry, guilty or worthless are often signs, as well as stressful events like dealing with feelings of loss. Lack of sleep, losing weight, or other dramatic changes in appetite can be warning signs as well.

Here's what makes the difference vs. just watching a CBT: the moment when you observe

shaking off the uncomfortable feeling. Don't shake it off – if your gut tells you something is different, it may well be. Intervene – ask questions, spend time, and most of all, press them for their true feelings about how they are doing. You need to know that people aren't looking to discuss their troubles with just anyone – but only with those who truly care. Being

a wingman has an emotional element too – look out for those you care for, and care when they need it! If you need additional help, or you or they just need to talk, you can always seek out your chaplains, around the work areas or in the office, room 3 near the training room in the basement of building 1043. Watch out for each other.



## CHAPLAIN's REFLECTION

**Spiritual Resilience: How can you keep a strong SPIRIT during or following a CRISIS?**

**BE TRUE to your MIND: Do the right thing all the time.**

**BE TRUE to your HEART: Develop a passion in life and pursue it.**

**BE TRUE to your COMMUNITY: Invest yourself in other people.**

**BE TRUE to the BIG PICTURE: Locate yourself in the eternal design of things**

\*\*\*\*\*507 ARW/HC 734-1912 Basement of HQ Bldg, Suite 3\*\*\*\*\*

# Maintenance crews train to recover disabled aircraft

by Senior Airman Mark Hybers

507th Air Refueling Wing Public Affairs

Maintenance crews from the 137th, 507th Air Refueling Wings and 513th Air Control Group came together for a crash damaged disabled aircraft recovery (CDDAR) exercise at the Aircraft Battle Damage Repair (ABDR) facility on June 20.

The CDDAR is an annual exercise designed to give members of the crash teams a real world experience by performing an actual aircraft lift while using

as the equipment to support the lift.

The team simulates defueling the aircraft and readies it to be lifted. Two aircraft 26-ton airbags are placed at the nose in order to lift and perform the inspection, while four of the same airbags are placed at the tail station to stabilize and prevent the aircraft from sitting on the tail.

Although the base has cranes that would normally be used to lift an aircraft in the event of nose gear failure Master Sgt. Jason Lawson, exercise facilitator of



Members of the 137th and 507th Maintenance Squadrons use a airbag to lift a training aircraft after a simulated nose gear failure. This training is historic as it is the first time the Reserve/Guard association team has simulated a KC-135 nose gear failure using a real aircraft. (U.S. Air Force photo/Senior Airman Mark Hybers)

related equipment.

The scenario for this year's exercise has a KC-135 Stratotanker's nose gear collapse upon landing. The crash crew was notified of the incident and responded.

After being released by the on scene commander, the 507th maintenance team chief determines if the aircraft will have to be airbag lifted from the nose for inspection. The CDDAR team is dispatched along with a KC-135 airframe engineer and jacking subject matter expert as well

the exercise occurred next to an aircraft or in the hangar.

"We would simulate with just one airbag off to the side," said Lawson. "It's good for the crew to be able to get one of those airbags out and inflated, but it's not nearly the same as lifting the aircraft off the ground."

Master Sgt. Shaun Loeffler, 507th Maintenance Squadron crew chief said getting access to the ABDR facility really added a lot to this year's training.

"We don't typically use the lifting bags," he said. "It was good that we went through the process and the trainer's did a great job of getting everyone involved."

According to Crew Chief Master Sgt. Robert Harding, 137th Maintenance Squadron, Oklahoma Air National Guard, pulling off a training exercise of this magnitude was truly a joint effort and something that the 137th and 507th association will try to build on.

"Even though this is an annual exercise, we tried to give it more realism this year and will try to make it even bigger next year," he said.

He also said this training had more than just 137th and 507th MXS members involved. Crews from the 552nd, 512th and 566th Maintenance Squadrons attended as well as base crane operators, field training detachment instructors, students and other civilians from the base.

"This was hands down the best crash exercise we have done since I became a member of the 507th MXS several years ago," Loeffler said.

Moving forward Lawson said the next CDDAR training will be coordinated with all base team members and will provide a sling lift procedure. They will utilize a crane and put the sling around the belly of the plane and lift it up in order to fold the nose gear up in the wheel well. The team will then carefully sit the aircraft on its nose. They would then assemble a team to pick it up using a crane and/or airbags.

"The point of that would be to get everyone real experience in a controlled training environment." He said.

For now, Lawson said he's very happy they got a chance to work on one of the old model KC-135's and will keep building off that experience in order to get his members the best, real world training possible.





Civil engineers participating in a Silver Flag exercise at Tyndall Air Force Base, Fla., work on equipment to establish an operational base in a contingency environment. Twenty Nine 507th Civil Engineer Squadron Reservists “deployed” to the location in May. The 507th reservists joined forces with around 130 other active duty, guard and reserve engineers to establish a simulated base for over 1,200 personnel and multiple F-16C and C130J aircraft missions. (U.S. Air Force Photo/Lt. Col. Patricia Pettine)

## Silver Flag exercise trains, prepares ‘Okie’ civil engineers

by Maj. Jon Quinlan

507<sup>th</sup> Air Refueling Wing Public Affairs

Twenty nine reservists of the 507th Civil Engineer Squadron “deployed” to a simulated location with the goal of setting up, establishing and running a fully operational base in a contingency environment.

The week long training exercise, known as Silver Flag, was hosted at the Tyndall AFB, Fla. remote training site in field conditions.

Civil engineers are often the first boots on the ground setting up the initial layers for a contingency base. Silver Flag tests and trains CE teams in this vital mission and does it away from home station in austere conditions just like what you could see in a real deployment.

This training was established so there is not a gap in training or knowl-

edge of Airmen when they go down-range according to CE Prime Base Engineer Emergency Force managers.

“CE Airmen assigned to Prime BEEF teams have to attend Silver Flag every 45 months,” said Lt. Col. Patricia Pettine, 507th CES commander “We’ve all been doing this our whole career and always look forward to the training opportunity.”

The mission for the 507th Reservists was to join forces with around 130 other active duty, Guard and Reserve engineers and establish a simulated base for over 1,200 personnel, multiple F-16C’s and C-130J aircraft missions and to do so as quickly as possible.

Set up and maintenance is a huge undertaking and took the entire team according to Pettine. The engineers first conducted the bed down planning, force protection security and

then started work on the construction. They established a unit control center and then erected shelters, established power, electrical, water and wastewater operations. Then they provided Airfield Damage Assessment teams, crash, fire and rescue operations, and led convoy operations.

The training is all about preparing the Airmen and establishing an example of what to expect when deploying. If it’s a chemical, biological, radiological and nuclear event occurring while setting up a tent or showing Airmen how to react post attack, the training will help them and could save their life, according to Prime BEEF instructors.

Airman 1<sup>st</sup> Class Talisa Edmundson, 507<sup>th</sup> CES was awarded for her performance in the exercise winning the Outstanding Performer Award.

## SimMan training aid enhances reserve medical readiness

by Lt. Col. Kim Howerton

507<sup>th</sup> Air Refueling Wing Public Affairs

The 507th Air Refueling Wing Medical Squadron has a new life-like simulator to incorporate real-life training scenarios into drill weekends.

The SimMan 3G, nicknamed Seth by the medical personnel, provides team members with a variety of interactive scenarios in medical readiness training both for the hospital and field.

“Seth allows my medics to interact in realistic training scenarios similar to an active theatre, while also learning to work together as a dynamic team,” said Maj. Kimberly Morgan, 507th Air Refueling Wing officer in charge of education and training.

She is pleased to have the patient simulator for training. “It’s a brains-on, hands-on training, which allows each team member to lead and/or follow during patient treatment in a very realistic way.” The major said many people think the members of the 507<sup>th</sup> MDS are only there to provide physical health assessments but “citizen Airmen, must be ready to deploy when called upon and this allows us to train like you mean it.”

The simulator reacts to the treatments of the medical team while care is administered providing a real world environment, Morgan explained.

The trainer is in a separate room from the medical team. As they work on the patient simulator, the trainer becomes the patient’s voice and body systems, altering the simulator based on the medical team’s responses. The trainer utilizes options to program their own scenario into the simulator, using something pre-programmed or



Tech. Sgt. Jennifer McClusky, 507th Medical Squadron resuscitates “Seth” SimMan 3G during the initial training. The new simulator reacts to these and many other treatments. Seth communicates to a computer via a wi-fi connection enabling the trainer can stand in a separate room and program new symptoms. (U.S. Air Force photo/Senior Airman Mark Hybers)

creating the scenario as the training occurs. Once the trainees correct the medical problem, another one arises, Morgan said.

In one training simulation, the simulator begins vomiting making noises similar to a live person. The trainees need to figure out the steps to take with the patient.

“It’s realistic since it takes two people to move the patient simulator just as it would to move a real person who is incapacitated,” she said.

The patient simulator training includes Basic Life Support, CPR features with feedback, Advanced Cardiac Life Support, and Advanced Trauma Life Support. It also gives feedback about the quality of the CPR being provided. The feedback includes the compression rate, depth, release and hands-off time for the member providing CPR. It provides the trainee with the ability to check the pulse and other vital signs.

The patient simulator holds approximately one and half liters of reusable fluid. This is important when the trainer is simulating an arterial bleed. It realistically squirts blood until the team controls the bleeding and gives a “flash” of blood when a team member starts an IV to let them know they are in the vein.

Adjustable pupil reaction allows for trainees to check the eyes for signs of various medical emergencies by providing responses to light, blinking at varying speeds, asymmetry and secretions. Morgan said the eyes secrete liquids to simulate reactions mimicking exposures to various agents including chemical, biological, radiological and nuclear agents.

Morgan said, “Seth is user-friendly, interactive and very realistic allowing for multi-level training to include more combat realistic training.”

Seth will be implemented as soon as all the trainers from the 507<sup>th</sup> are fully trained. Maj. Morgan looks forward to interacting with the Army and Navy who utilize Seth in their training to further the medical team’s experiences.



## Aerial porters compete in rodeo, hone skills

### from 72nd Aerial Port Squadron

Members of the 72nd Aerial Port Squadron competed in a local rodeo competition demonstrating their skills in loading and preparing cargo for delivery.

The rodeo competition gave the aerial port members the ability to demonstrate the best overall team for aerial port operations and at the same time train members honing their skills.

The rodeo is a skills competition that's primary purpose is to demonstrate proficiency in tasks performed by front line aerial porters around the world on a day to day basis. The Rodeo consisted of seven events: 1) 44 Passenger Bus Obstacle Course, 2) 60K Loader Obstacle Course, 3) 10K Standard Fork truck Obstacle Course, 4) 463L pallet from ground to K-loader transfer, 5) 463L pallet build up/break-down, 7) Vehicle load & tie downs.

The events were graded against time. Points were awarded per category based on the number of teams that were competing in each particular event. Each event was judged by a qualified Senior Non-Commissioned Officer.



Members of the 72nd Aerial Port Squadron competed in a local rodeo competition demonstrating their skills in loading and preparing cargo for delivery. (Courtesy Photo)

The rodeo competition also promoted Air Force core values. The Airmen on these events demonstrated team work, team building, camaraderie, and the wingman concept. Participating Airmen also had to be aware of their surroundings, apply operation risk management, and apply safety practices, use the proper techniques to handle the workload.

The 2013 Annual Rodeo Competition winners per category were:

- 1) The 44 passenger bus obstacle course: Passenger & Aircraft Services
- 2) The 60 K obstacle course: Air Terminal Operation Center & Special Handling
- 3) The 10K forklift obstacle course: Passenger & Aircraft Services
- 4) 463L Pallet upload: Passenger & Aircraft Services
- 5) 463L Pallet Buildup: Air Terminal Operation Center & Special Handling
- 6) Air Craft load and Vehicle Tie down: Passenger & Air Craft Services

The overall 2013 72nd Annual Rodeo Champions was the Passenger and Aircraft Services section.

### May 2013 Promotions: Congratulations to the following 507th Air Refueling Wing members

#### To Airman:

AB DENNIS, SYLYN N. 507 AMXS  
AB DOUGHERTY, TANNER B. 507 CBS



#### To Airman 1st Class:

AMN NIMAKOH-BOADU, RICHARD, 507 MOF



#### To Senior Airman:

A1C CORRIVEAU, BRETT A. 507 FSS  
A1C EDMUNDSON, TALISA, 507 CES  
A1C ENDSLEY, NICHOLAS, 513 MXS  
A1C KING, DYLAN W., 507 AMXS  
A1C LUDWIG, ZACHARY C., 507 AMXS  
A1C MOON, JOE D., 513 MXS  
A1C SHORT, MYKAL C., 507 MXS



#### To Staff Sergeant:

SRA NORIEGA, DAVID M., 507 FSS



#### To Technical Sergeant:

SSG CHANDLER, AARON P., 513 MXS  
ROUTZAHN, CARL E., 970 AACS



#### To Senior Master Sergeant:

REYES, JESSICA M., 507 FSS



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## Reserve tornado victim reunited with belongings

### by Staff Sgt. Caleb Wanzer

#### 513th Air Control Group Public Affairs

Due to the kindness of a fellow Airman and volunteer, a 513th Air Control Group maintenance Airman was reunited with lost uniforms, personal items and checks almost two weeks after an EF-5 tornado destroyed his house in Moore, Okla. on May 20.

Master Sgt. Jerry Colbaugh, 513th Maintenance Squadron, never thought he would see many of his belongings again.

Airman 1st Class Rafe Holmes, 72nd Security Forces Squadron, contacted the 513th Air Control Group public affairs office through social media and explained that he had found a 513th Airman's items while he was volunteering with the cleanup effort in Moore.

"A fellow security forces member and I recovered dog tags, a blues jacket, a photograph, two lockets and a box of checks belonging to [Colbaugh]," Holmes wrote. "I know that his home was completely leveled, but if you have a way to contact or locate him I would appreciate it so I can return these items to him."

The public affairs office coordinated a meeting place for Holmes to present Colbaugh with his lost items. After a couple handshakes at Tinker AFB, Colbaugh held a shoe box and uniform jackets that he thought were lost in the rubble.

"It was pretty surprising to get some of my belongings back," Colbaugh said. "I just want to say thanks to the Airmen who found my stuff, and

to encourage them to keep their integrity as strong as it is now."

Holmes and Senior Airman Justin Simmons volunteered to assist with the recovery efforts in Moore on May 24. They joined more than 600 Airmen and civilians from three Oklahoma Air Force bases who volunteered on their own time.

"We were both eager to help out," Holmes said. "We went [to Moore] at 8 a.m. and were there all day."

After spending most of the day helping residents search through the rubble, Holmes and Simmons found an Air Force dress uniform jacket in the wreckage of a house.

"I saw the blues jacket, so we realized that it was another service member's home," Holmes said. "From there we found dog tags, pictures of his family and other stuff including personal checks."

The Airmen continued searching the house until the curfew forced them to head back to base.

More than two weeks after his home was destroyed, life is still challenging for Colbaugh.

"It's getting back to semi-normal," he said.

Three 513th ACG Airmen's homes were completely destroyed by the tornado on May 20, and an additional three Airmen's houses were partially damaged. According to base officials, the total Tinker Air Force Base personnel impacted ranging from a total loss of a home to severe damage is 372 with an additional 134 homes damaged but habitable.

### Air Force Reserve

#### Recruiting Team

For information give us a call or click on the photo to send an email (web version only).



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# Safety is not by chance

## Knowing the signs of drowning

by Tech. Sgt. Regina Rector  
507th ARW Ground Safety Manager

As a couple plays in the water, they are unaware of their 9-year-old daughter's plight ten feet away. A new captain, 50 feet away, sees what's going on. Without hesitation, his former lifeguarding instincts kick in and he's in the water to rescue the girl. As the girl is lifted to safety, she burst into tears with, "Daddy!"

How did these parents miss their daughter's drowning when they were so close? They did not know the true signs of drowning. The true signs do not resemble what is portrayed by the "drowning" victim on television.

Mario Vittone states this: "The Instinctive Drowning Response—so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the No. 2 cause of accidental death in children, ages 15 and under (just behind vehicle accidents) of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In some of those drownings, the adult will actually watch the child do

it, having no idea it is happening.\*

Drowning does not look like drowning—Dr. Pia, in an article in the Coast Guard's On Scene magazine, described the Instinctive Drowning Response like this:

1. 'Except in rare circumstances, drowning people are physiologically unable to call out for help. The



respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled before speech occurs.

2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their

mouths start to sink below the surface of the water.

3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.

5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs."

Mario Vittone also points out some other signs of drowning:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs—vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over on the back
- Appear to be climbing an invisible ladder

Please, keep an eye on others, especially children.

The flag for the first time at the Joe B. Barnes Regional Park in Midwest City during a ceremony dedicating a memorial to local veterans. The Reserve Officers Association donated pavers for the memorial. (U.S. Air Force photo/Senior Airman Mark Hybers)

