

THUNDERBOLT

WWW.MACDILL.AF.MIL

Ready, set, go! - page 12



Photo by Staff Sgt. Jennie Chamberlin

Members of the 927th Air Refueling Wing, an associate wing of more than 800 Airmen, review the contents of mobility bags as they prepare to pick up gear for a mock deployment June 2, at MacDill Air Force Base. Several units in the 927th ARW participated in a mobility exercise designed to help Airmen prepare for deployments by demonstrating the items and steps needed to deploy.

COMMANDER'S CORNER



How many people does it take to fly a KC-135?

by Col. Barry Roeper

6th Maintenance Group commander

I recently had the opportunity to fly on a KC-135 during a local training mission. When you're in charge of the Airmen who maintain these venerable flying machines, there's nothing like seeing firsthand the results of all the hard work that goes into keeping these jets in the air, carrying out the mission. It turned out to be both educational and a whole lot of fun!

I showed up at the 91st Air Refueling Squadron's home (Building 56) at 7 a.m. for the pre-mission planning. That's where I met the aircrew, **Capt. Jeff Lascurain**, aircraft commander/instructor pilot; **1st Lt. Donny Hart**, copilot; and **Senior Airman John Pena**, refueling boom operator. **1st Lt. Alessandra Horban**, the 6th Operations Group executive officer, was also joining us for an orientation flight before she headed off to school to become a remotely piloted aircraft pilot. The aircrew showed me how they obtain the latest weather information for our planned route and check the Notices to Airman for any hazards or other important information that may affect our flight. They verified the coordination with the receiver aircraft (in our case F-22 stealth fighters), and processed the flight orders. We also filled out an Operational Risk Management worksheet to ensure everyone was physically, mentally, and emotionally prepared to accomplish the mission.

Lascurain gave us a pre-mission brief that

described in detail everything that would take place from showing up for the bus that would take us to the aircraft, to taking the bus back to building 56 after the mission was complete. Our mission was to head up to the Florida panhandle to refuel two F-22s, then fly back to MacDill to do transition (practice landings/takeoffs). Hart needed to do the approaches to satisfy some training requirements.

At 8:30 a.m. we boarded the bus that took us to the aircraft, where we were met by the maintenance launch crew. **Tech. Sgt. Kevin McGrath**, 927th Aircraft Maintenance Squadron, was the lead crew chief and knew everything there was to know about the condition of his aircraft. He gave us a thorough briefing. We also met **Staff Sgt. Brian Hartman**, 927th AMXS, and **Airman 1st Class Adam Vasas**, 6th AMXS, who made up the rest of our Total Force Integrated launch crew. After discussing the condition of the aircraft and emergency procedures, it was down to business. Everyone worked together to remove all the "remove before flight" safety equipment from the aircraft and get the aircrew's equipment loaded. In the cockpit, the aircrew started running through pre-flight checklists. That's when we hit a snag.

The aircraft we were going to fly was built in 1960. It's a wonderful piece of machinery, but it's 52 years old. According to an article by Scott Mayerowitz in the *San Francisco Chronicle* April 10, 2011, the average age of jets flown by U.S. airlines was 11 years, which was slightly



Photo by Tech. Sgt. Tanika Belfield

Col. Barry Roeper

higher than the world average of 10 years. Venezuela had the oldest commercial aircraft fleet in the world with an average of just under 28 years. So by comparison, the KC-135 is ancient with a fleet average age of more than 50 years. Yet the KC-135 continues to be the backbone of our refueling fleet, supporting combat operations, humanitarian relief efforts, nuclear readiness, and aircrew training. Keeping safe and reliable KC-135 aircraft in the air requires a Herculean effort, and our maintainers do it better than anyone else (which they proved last year at the Air Mobility Command Rodeo Competition, where they were named "Best KC-135 Maintenance"). It appears on this day, we were going to put them to the test.

Indications showed the aircraft's main battery was overcharging, and McGrath quickly assessed we needed a new battery. This is not a car battery ... the KC-135's main battery weighs 40-45 lbs. To get a new battery from the

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COMMANDER'S ACTION LINE

The Action Line provides a two-way communication between the 6th Air Mobility Wing commander and the MacDill community. A 24-hour recording service is provided so personnel may submit questions, concerns or comments. Call the Action Line at 828-INFO (4636) or email macdillwingcommander@us.af.mil



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MacDill Thunderbolt

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Every article and photograph is edited for accuracy, clarity, brevity, conformance with the "Associated Press Stylebook and Libel Manual" and Air Force Instruction 35-101.



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Events, chapel, more

Meet the new LRS commander

Maj. Gilbert Collin assumed command of the 6th Logistics Readiness Squadron May 31. He took time out to introduce himself to the MacDill community and answered a few questions from the Thunderbolt

Thunderbolt: What do you expect of the Airmen under your command?

Collin: My expectation is simple: I expect everyone to perform their duties to the best of their abilities. That is the minimum standard. I don’t expect anyone to perform beyond their training or capability, but I will accept nothing less than their very best.

Thunderbolt: Who are your favorite leaders and role models and why?

Collin: History is replete with great leaders and I look to several for arrows for my quiver. As I approach squadron command, I can’t help but think of Lt. Gen. William



Photo by Airman 1st Class Melanie Bulow-Kelly

Col. James Hodges, 6th Mission Support Group commander, passes the guidon to Maj. Collin Gilbert, 6th Logistics Readiness Squadron commander, at MacDill May 31.

Tunner. General Tunner accomplished many great things during his career, but his actions during the Berlin Airlift seem apropos in today’s Air Force. After a series of mishaps, General Tunner flew the Berlin Airlift routes himself to see what was causing the accidents. Based on his observation he immediately called “knock it off” until the problem was fixed. The solu-

tion made the transit safer for pilots. His risk-taking leadership during a very tense time is truly remarkable.

Thunderbolt: What does it mean to you to be a new commander?

Collin: I am deeply honored and humbled by the opportunity before me. I am honored

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Resiliency Region

If I could, I would do it all over

DEAR WING MA’AM: Six months ago, I retired from the Army after 24 years of service. During that time, I met courageous and honorable people, traveled to the far corners of the world, helped defend my country and helped mold future soldiers. If I could, I would do it all over again. I still get up at o-dark thirty every morning and am working out daily to stay in shape. My children are in college now, and my wife and I have “extra” time together, which I enjoy. I am working part-time, yet I still feel like something is missing. I think I miss the Army?

~ G.I. Joe



Dear
Wing
Ma'am



AFB. If you want to ask Wing Ma'am for advice, please send your questions to 6MDOS.sgoh@us.af.mil. Letters are kept anonymous. Rights are reserved to edit published letters for

style and length. Not every question can be answered. This column seeks to educate readers and should not be used as a substitute for seeking professional assistance.

Dear Wing Ma'am is written by Capt. Christy Cruz, a Licensed Clinical Social Worker. Wing Ma'am works as the Resiliency Program manager and clinical therapist at MacDill

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NEWS/FEATURES



‘There I was ...’

Army integrated in Kandahar

by Staff Sgt. Jonathon Mendez
6th Force Support Squadron

As an Air Force member, I have noticed sometimes Airmen have the luxury of not deploying to the same hostile environments the Army and Marines do. However, there are some taskings for certain Air Force career fields that require us to go to such places. During my 365 day deployment I endured rigorous physical and mental training with the Army I had never experienced before. I was part of the Kandahar Provincial Reconstruction Team, based out of Kandahar, Afghanistan. It was a joint tasking with the Army and Navy. A Provincial Reconstruction Team is an interim civil-military organization designed to operate in semi-permissive environments, usually following open hostilities. The PRT is intended to help improve stability in an area by helping build the host nation’s legitimacy and effectiveness in providing security to its citizens, as well as delivering essential government services. Through these missions, the United States shows its support and commitment to the people of Afghanistan.

Going into this deployment, I thought I would be performing my normal job the Air Force prepared me for. Unfortunately that was not the case. A fellow Airman and I first went to train in Fort Lee, Virginia, for a week to learn how to cook and order supplies the Army way. As a services specialist, I thought this tasking would fit my skill sets perfectly.

Following our stint at Fort Lee, we traveled to Camp Atterbury, Indiana, for approximate-

ly three months, where we developed basic and intermediate level expeditionary combat skills. We trained on everything from weapons, vehicles, logistics, fitness, combat lifesaving skills, and even Pashto language training. When I arrived at my deployment I did not end up doing the jobs I trained for.

The PRT got a report from our counterparts that the base we were originally going to in Nuristan, was overrun by the Taliban so they relocated us to Kandahar, Afghanistan. Since the new base we were going to did not have any food service positions, we were tasked to train on Army supply, vehicle maintenance and vehicle dispatching procedures. At the same time, we had to continue developing our expeditionary combat skills and learn to live as soldiers. Although the training was tedious and tiresome at times, it was also challenging and a great learning experience.

When we finished our time in Indiana, the next stop was Camp Nathan Smith, in the Kandahar Province of Afghanistan. Since I was not doing my intended job, I was sent by myself to a different Army forward operating base, to do postal service for the PRT. It was a unique experience being the only Air Force member on the Army FOB. I learned a lot about the Army structure and how they really do things.

After six months of being isolated from the rest of the PRT, I was sent back to Camp Nathan Smith to rejoin the group. There I was placed in a job being the NCOIC of the armory and working in Army supply. All E-6s and below were required to perform tower guard duty at least once a week. Every Wednesday night from 8 p.m. to 12 a.m., I had tower guard duty watching over the base and the streets of Afghanistan. Occasionally, I was able to vol-



Courtesy photo

Staff Sgt. Jonathon Mendez during his deployment to Kandahar, Afghanistan.

unteer to be on convoys and go out with the Army infantry unit that was part of the PRT. Seeing Afghanistan up close made me appreciate life on this side of the globe.

Being away from home made things seem difficult at times. We come from a place that has everything, and the Afghani lifestyle is nowhere near ours. There were times when I felt down and out, but the people around me helped me get through it. At the end of the day, I knew I was not there for myself, but to help the people of Afghanistan.

New Airmen welcomed to MacDill

The following first term Airmen have arrived to MacDill directly out of technical school becoming the newest addition to our team. We are excited to have them at “America’s Best Wing” and wish them the best of success!

6th Aircraft Maintenance Squadron

- ◆ Airman Zachary Crawford, Canton, Ohio
- ◆ Airman 1st Class Thomas Francis, Fayetteville, N.C.

- ◆ Airman Rachel Gates, Carroll, Ohio

- ◆ Airman 1st Class Ashleigh Norris, Hollywood, Md.

- ◆ Airman 1st Class Shannon Otwell, Geneva, Ala.

- ◆ Airman 1st Class Hazel Sagastume, Belleville, N.J.

6th Contracting Squadron

- ◆ Airman 1st Class Kyle Duenas, Killeen, Texas

6th Communications Squadron

- ◆ Airman 1st Class Darryl Baker, Roy, Wash.

- ◆ Airman 1st Class Cynthia Kuzniar, Panama City, Fla.

- ◆ Airman 1st Class Jeremy Lindsey, Indianapolis, Ind.

- ◆ Airman 1st Class Thomas, Morris, Lakewood, Co.

- ◆ Airman Marcus Slocum, Clovis, N.M.

6th Logistics Readiness Squadron

See FTAC, Page 22

1 1**Critical Days of Summer**

Wingmen, it's personal. "A big part of being effective wingmen is looking out for each other. It's recognizing if you or someone around you is having problems. It's getting help early, before a crisis develops. Asking for help or getting help for your wingman — these are signs of strength." Be resilient, seek help, give help! - *Gen. Norton Schwartz, Air Force chief of staff*

WING MA'AM

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ture. Lastly, I would like to encourage you to continue your service through volunteering. Organizations like, "The Boys and Girls Club of America" or "The American Red Cross" can really use your leadership, vigor and mentorship. The values instilled with you are still a national treasure that is in high demand!



DIAMOND SHARP



Senior Airman Sean Mullaney 91st Air Refueling Squadron



Job Title: In-flight refueler

Hometown: Jacksonville, Fla.

Short-term goals: Finish my Bachelor's degree

Long-term goals: Commission as an officer

Advice to others: Be truthful to yourself; never give up and be patient - hard work is rewarding.

Role model and why: My father; he spent 22 years in the U.S. Navy, completed a Bachelor's degree, maintained a family of four, put two children through college and still managed consistent family trips to see my mother's family in Italy. I had the opportunity to see all he accomplished when faced with adversity and it inspired me to never give up on my goals and dreams.



Photo courtesy of U.S. SOCOM

War stories

Marine Corps Maj. Gen. William Clark, U.S. Special Operations Command chief of staff, and retired Marine Corps Lt. Col. Joseph Beno, Marine Raider, share stories May 22 at the Tampa Convention Center. Beno is a highly decorated combat pilot who served in three wars. Retired Marines and Sailors in the Tampa watched the U.S. SOCOM and Partner Nation Special Operations Forces as they conducted a live capabilities demonstration at joint International Special Operations Force and the Special Operations Force Industry Conference.

BRIEFS



Bayshore Gate new hours

Bayshore Gate new hours are 5 a.m. to 9 p.m. daily.

Toastmasters available on MacDill

Are you afraid of public speaking or looking for personal career development? Toastmasters International is designed to teach public speaking and leadership skills. Visit one of the meetings at 11:30 a.m. Thursdays at CENTCOM (must have access) and MacDill Chapel. For more information, email Ashley Vargas at of_08@hotmail.com

Chapel youth programs starting

Beginning in June, the MacDill Chapel will offer youth ministry programs specifically for middle and high school students. The “Club Beyond” meeting will be held Tuesdays from 5:30 to 7:30 p.m. in Chapel Annex 2. The “Deeper” program is held Thursdays from 6 to 7 p.m. in Chapel Annex 2. Contact Shea Voslar at 482-7875 for more information.

Boy Scout opportunities

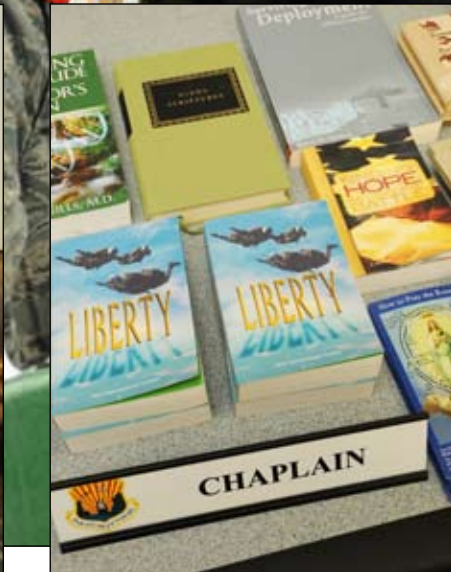
MacDill Boy Scout Troop 56 is looking for Eagle Scouts or individuals interested in helping with the Boy Scouting program on base to serve as leaders, merit badge counselors or guest speakers. Interested individuals can contact Eric Sanders at 299-5689, or Paul Wiegman at 220-9772 for more information. The Troop meets at building 1064 behind the commissary off Great Egret Avenue Wednesdays at 6:30 p.m.

DCC is seeking an E-5 to E-6

The Davis Conference Center has an opening for a staff sergeant to technical sergeant. Any Air Force Specialty Code (5- or 7-skill level) may apply for the position, with a report date of July 15. Applicants are expected to remain in this position for one year. Individuals must obtain their unit commander’s approved release.

To apply, contact Kevin Thompson at 828-6601 or ernest.thompson@us.af.mil.

MOBEX: Ready! Set! Go!



(Top) Airman First Class Diego Llanes, 6th Logistics Readiness Squadron, assists Capt. Carolina Mogollon, 927th Aeromedical Staging Squadron, at MacDill Air Force Base. Mogollon is a reservist with the 927th Air Refueling Wing and was participating in a mobility exercise designed to simulate a deployment. Sgt. Wardrecka Oxendine, 927th Aeromedical Staging Squadron, is cleared to enter the final deployment briefing. Several base agencies, including the 927th Air Refueling Wing, hand to distribute material. Staff Sgt. Nikki Cook, 927th Aeromedical Staging Squadron, awaits a final look at her paperwork after processing through the 927th Air Refueling Wing reviews his Airman's manual as he waits for a pre-deployment briefing to begin

Mobility Exercise shows Airmen how to deploy

Story and photos by Staff Sgt. Jennie Chamberlin
927th Air Refueling Wing Public Affairs

More than 180 members of the 927th Air Refueling Wing participated in a mobility exercise at MacDill Air Force Base June 2. Several of the wing's units participated in the exercise, which was designed to simulate the steps Airmen will take in the event of a deployment.

After assembling their members and a role call, members of the units processed through several mobility lines. These lines ensure large groups of people are able to review their paperwork, gather necessary supplies and receive important travel and safety information before departing for a deployment.

Lt. Col. Matthew Stork, medical readiness officer for the 927th Aerospace Medicine clinic, said these exercises are important because it allows Airman to be proactive in preparing for a deployment. Stork, a five-time deployment veteran, said many of the Airmen in his unit have never mobilized, and exercises like this are an opportunity for Airman to make sure everything they would need is in place.

"It gives an awareness of what it'll be like if we ever deploy. We train like we fight, and we need to be prepared and ready," he said.

Part of being ready includes making sure all the information in a service member's record is accurate, said Tech. Sgt. Mary McCarthy, 927th Force Support Squadron.

In a mobility line, Airmen's records are reviewed to make sure their life insurance, identification cards, dog tags and other paperwork are current and in compliance with Air Force regulations.

As a first-time mobility line participant, Senior Airman Michael Spears, 927th Security Forces Squadron, said the whole process was very helpful in illustrating just how to prepare for a deployment.

"This is how you find out who you are going with, where you're going, and how you're going to get there."



as she processes through a mobility line June 2, simulate a deployment. (Inset from left to right) Staff of the 927th Air Refueling Wing chaplains, were on a mobility line, and a member of the 927th Air



Members of the 927th Air Refueling Wing review the contents of mobility bags as they prepare to pick up gear for a mock deployment.

Protect yourself, baby, others from pertussis

by Capt. Nicole Dobson, NC

6th Medical Group Infection preventionist

Public campaigns like “Listen to the Cough” and “The safest place for a baby may not be in their mother’s arms” warn parents and caregivers about whooping cough.

If the mother has not been immunized with Tdap, these commercials are not scare tactics - the threat is real. The Florida Department of Health advises parents, health care providers, child care workers and the children they care for to be properly immunized against pertussis. The Florida Department of Health reported Hillsborough County has had 42 documented cases of pertussis so far in 2012 and the state has had 157 total cases. During the same time period in 2011, Hillsborough County had 15 cases and the state had 98 total cases. In 2010, during the same time, Hillsborough County had eight cases and the state had 71 cases. As seen by the reported numbers, there is a much higher outbreak of pertussis this year than in the past.

According Dr. David Heymann in the Control of Communicable Diseases Manual: 18th Edition, pertussis, also known as whooping cough, is an acute bacterial infection of the respiratory tract caused by bordetella pertussis. It’s transmitted through direct contact with discharge from respiratory mucous membranes of infected persons. Infected persons who cough or sneeze while in close contact with others are often the main culprits.

Pertussis starts with typical common cold symptoms - a cough, runny nose, sneezing and possibly a low-grade fever. After one to two weeks the

cough will become more severe. Rapid coughing fits can occur, often ending in a whooping sound. Visit <http://www.whoopingcough.net> to listen to the cough.

Pertussis is most dangerous in infants and children. About one in five infants who get pertussis will get pneumonia, which in some cases leads to death. The disease symptoms tend to be milder in adolescents and adults and can be treated with antibiotics.

Maj. (Dr.) William Toth, a staff pediatrician at MacDill Air Force Base’s Brandon Clinic, recommends the following steps to protect adults and children from pertussis:

- Immunizations are by far the safest and best way to not only control the spread of pertussis, but to ensure the safety of the community by eliminating the threat of the disease to the most vulnerable patients.
- Fortunately, most young school age children should be well protected from whooping cough because it is required for school attendance. A booster is also generally given to children between 11 and 12 years old and is required for enrollment in 7th grade. Because of recent changes to the immunization guidelines, some teenagers may not have received the pertussis vaccine and are of a particular concern because their immunity to pertussis is waning.
- It is also recommended for ALL adults (ages 19-64) to get vaccinated. People should take time to verify they and their children, over 11 years old, have received the “Tdap” vaccine.
- It’s particularly important for ANYONE who may be routinely around an infant to ensure they have been fully vaccinated because of the increased risk of complications in infants.

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CORNER

From Page 2

maintenance battery shop to the aircraft, get it up the crew ladder inside the aircraft, and then to change the battery in time for us to make our 10 o'clock departure was a very tall order. But McGrath quickly contacted the flightline production superintendent, who coordinated getting us a new battery. Then he and **Airman 1st Class Curtis Booms**, 6th AMXS, hoisted the battery into the aircraft and swapped it out, giving us plenty of time for an on-time departure.

But, alas, an on-time departure wasn't to be. For that's when we ran into the second snag: the aircrew's data card that contained our flight plan would not transfer the data to the aircraft's Flight Management System computer. Once again the maintainers were quickly on the scene. **Senior Airman Adam Pham**, 6th AMXS, explained to us the software on this aircraft was an older version and the data on the aircrew's card was for the newer version. As it turns out, our jet was the only aircraft at MacDill that didn't have the upgraded software ... Murphy's Law in action! But we weren't about to let that foil us; Hart promptly started manually loading the flight plan into the FMS while Lascrain coordinated with Command Post to see if the F-22s were willing to slip the air refueling by 10 minutes. They were able to accommodate the slip, so we finished our pre-flight actions, taxied, and took off at 10:20 a.m. We were 20 minutes late, but we were in the air!

The rest of the flight went flawlessly. We easily made up 10 minutes of flight time en route and met up with the F-22s exactly when and where they expected us. I had the opportunity to ride in the back of the aircraft to watch the boomer, Senior Airman Pena, make contact with the F-22s. This was his first time refueling F-22s, and he nailed the mating of the

refueling boom nozzle with the F-22's air refueling receptacle so fast and smooth, he made me think of "Bullseye" from the movie "Daredevil." After the air refuelings, we headed back to MacDill so Hart could perform his transition training before completing a "full-stop" landing. Having had the opportunity to "land" the aircraft in the KC-135 simulator, it was exciting to watch the crew smoothly land the aircraft and take off again six times. They make it look so easy!

When we taxied back to our parking spot, we were happy to tell my maintainers the aircraft had no discrepancies. After accomplishing the post-flight checks, I broke away to go back to my office to get caught up on my real job. The adrenaline from the flight lasted the rest of the day ... it was a great day!

One of the most striking things about our two and a half hour local training flight is how many people were **directly** involved in making it a success. From the maintainers (not just the launch crew, but all the maintainers who repaired, inspected, and serviced the jet), to the petroleum oil lubricants drivers who delivered the gas (an aerial refueler is not much good without gas), to the transportation Airman who drove the crew and equipment to and from the aircraft, to the Command Post controllers who coordinated with the receivers, to the many air traffic controllers (MacDill, Tampa International, Jacksonville Center, etc) who made sure we didn't share the same airspace with another aircraft at the same time, and probably a host of others I wasn't even aware of. All these people had to be on their "A game" to make this one local training mission a success. And they do it more than 2,000 times a year at MacDill!

And let's not forget all the Airmen who indirectly make these missions a success. Without supply, the maintainers can't fix airplanes; without communication, there's no radios in the control tower, no navigation aids for instrument approaches, no computer network to get weather information and NOTAMS; without force support to provide us with CAC cards, we can't even get on the base, let alone log-on to the computers; without medics the crews aren't fit to fly; without security forces the whole operation is at risk; without the fire department ... well would you like to be sitting on thousands of gallons of gas with running jet engines if you didn't know fire fighters were VERY close by? Let's face it, there isn't anyone in the 6th or 927th who doesn't impact our flying operations in some way. Thankfully, we've got the finest Airman in the world to guarantee our success.

So how many people does it take to fly a KC-135? It takes every Airman in the Wing!

MACDILL COMMUNITY



EVENTS

Friday

Surf's Edge Club

Membership Breakfast from 6:30-9 a.m. Club members: FREE; Non-members: \$6.95

Basewide Picnic

SeaScapes/Beach area. 11:30 a.m. - 2:30 p.m. Everyone Welcome! Free food, music & door prizes!

SeaScapes/Beach

After Picnic Deck Party! 2:30-9 p.m. DJ, Drink Specials, Zumba Party, Horseshoes, and Kayaks.

MacDill Bowling Lanes

Club Member Appreciation Day from 6-8 p.m. Free bowling, door prizes and food specials!

Saturday

Base Library

Gaming @ the Library - Single Airmen gaming from 1:30-4:30 p.m. Playstation, Wii, & X-Box gaming equipment and games provided You may bring a guest; they MUST be 18 or older.

Tuesday

Airman & Family Readiness Center (Brandon)

Red Cross Babysitting Course from 9 a.m. - 4 p.m. Participants receive Red Cross Babysitting Certification. \$25 cash payment to instructor. Bring your lunch. Must register.

Youth Center

10:30 a.m. Ronald McDonald Kicks off the library's summer reading program, "Reading is Soooooo Delicious"

Tuesday-Sunday

Base Pool

Open for recreational swimming from 11 a.m. - 6 p.m.



Photo by Airman David Tracy

Salute to military

Staff Sgt. Derek Shennett, 6th Dental Squadron dental assistant, spars with Sensei Juan Alvarez, as part of a Seibukan Karate Dojo performance during the Asian-Pacific Islander Heritage Luau Celebration at MacDill Air Force Base, May 31. May was Asian-Pacific American Heritage Month, during which we honor the contributions and achievements made by Asian-Pacific Americans throughout the history of the United States.



CHAPEL SCHEDULE



Protestant services

Sunday - 11 a.m. - Contemporary Service

Catholic services

Saturday - 5:30 p.m. - Mass

Sunday - 9:30 a.m. - Mass

Islamic services

Friday - 1:30 p.m. - Muslim Prayer Service

Call the chapel at 828-3621 for more information or visit the chapel web site at <http://www.macdill.af.mil/macdillchapel>

EXCHANGE

ARMY & AIR FORCE EXCHANGE SERVICE

FTAC

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- ◆ Airman 1st Class Calvin Chung, Dixon, Calif.
- ◆ Airman 1st Class Demerria Croom, Panama City, Fla.
- ◆ Airman 1st Class April Murphy, Charleston, S.C.
- ◆ Airman Veronica Ojeda, Orlando, Fla.
- ◆ Airman 1st Class Stephanie Torres, San Antonio, Texas

6th Maintenance Squadron

- ◆ Airman 1st Class Adam Burks, Abilene, Texas
- ◆ Airman 1st Class Michael Lewis, Nashville, Ga.
- ◆ Airman 1st Class Timothy Michener Harley,

PROTECT

From Page 3

- Expectant mothers should discuss pertussis with their health care provider, and any other people that may come into routine contact with their infant (including people over 65 years of age).

- Although Florida is experiencing an “outbreak” of pertussis, it’s important to realize most colds are still just colds.

- Signs of whooping cough may include: the

Fayetteville, N.C.

- ◆ Airman 1st Class Cody Plopper, Lufkin, Texas

6th Operations Support Squadron

- ◆ Airman 1st Class Hollis Fee, Chilhowee, Mo.

- ◆ Airman 1st Class Dylan Laurenson, Salado, Texas

United States Central Command

- ◆ Airman 1st Class Anthoney Perkins, Muscle-shols, Ala.

classic “whoop;” a cough that is worsening after 7-10 days or a cough that lasts for more than two weeks. If anyone experiences these symptoms, if there has been exposure to known whooping cough or if anyone has not received the recommended immunizations, contact a health care provider.

Remember, pertussis (whooping cough) is serious. Take the necessary precautions.

MEET

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that the leadership of MacDill selected me from a long list of highly qualified candidates. The task ahead of me to lead and to care for the Airmen in my charge is humbling, knowing that they will look to me for guidance, compassion and strength.

Thunderbolt: When you hold your first commander’s call what is the first thing you are going to tell your Airmen?

Collin: I am beyond excited to be able to spend the next two years as the commander of the 6th Logistics Readiness Squadron. Together we are going to continue the great work, improve where we can and have some fun.

Thunderbolt: What are your thoughts about MacDill and living in Tampa?

Collin: My wife, Theresa, my daughter, Vivian, and I could not be happier about moving to MacDill. We’ve had the opportunity to spend some time here before and really like MacDill and the Tampa Bay area. The weather, support activities and recreation opportunities will make this a great place for our family.