



**Fighting Terror...
....Building Peace**

Bagram Bullet

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**Airmen at Tarin Kowt
work at one of the roughest
places in Afghanistan**

Controlling skies over dangerous territory

Photo by Master Sgt. Orville F. Desjarlais Jr.

by Master Sgt. Orville F. Desjarlais Jr.
455th Air Expeditionary Wing

TARIN KOWT, Afghanistan – Inside their mobile air traffic control tower, the air traffic controllers need only peer outside their windows or listen to their two-way radios to see and hear the war unfold before them.

It's like watching TV, except they're in it, and it's real life.

"When I see (medical evacuations) happen, and listen to the radio as the pilots come in, it sinks in that we're that close to the action," said Tech. Sgt. John Roberts, an air traffic controller de-

ployed from Tinker Air Force Base, Okla.

At the request of the Army, called a request for forces, 11 Airmen have deployed to Forward Operating Base Martello here to organize the airspace over a small, dirt airstrip here used mostly by C-130 Hercules, Army helicopters, Russian aircraft and the occasional C-17 Globemaster III. They arrived in late June.

"When I stepped off the plane, I felt a wave of heat, and I stepped in a fine powder of dust and thought I was on the moon. Right then, I didn't set my expectations very high," said Tech. Sgt. John Gunther, another air traffic controller from Tinker.

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INSIDE:

*PRT building bridges
to better future for Afghanistan*
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Photo by Master Sgt. Orville F. Desjarlais Jr.

A C-130 Hercules from Bagram Airfield, Afghanistan, lands on the dirt runway here. An air traffic control team of 11 Airmen are here at the request of the Army to control the skies over this war zone.

Airmen provide ATC at remote Afghan forward operating base

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There isn't much to look at. In an open area is a HUMVEE with a control tower on top of it, a deserted plywood aircraft control tower, a camouflaged tent for shade, antennas and an air-conditioned tent used to fix equipment. Mountains surround the base. In the foothills below the mountains hide extremists.

During the group's first day here, after setting up their mobile air traffic control tower, a helicopter's engine died and the pilot somehow landed at the end of the runway and later limped in for repairs. Then that same afternoon, they witnessed a U.S. attack on Taliban extremists in the foothills of nearby mountains.

"We see a lot of action here in Tarin Kowt," Sergeant Roberts said. "There are a lot of helicopter medevacs."

The air traffic controllers, nicknamed trolls, can hear the urgency in the voices over the radio as the aircrews fly the wounded in from TICs — troops in contact — that occur many times less than five miles from where the Airmen work.

"We hear aircrews over the radio that they need this and that," Sergeant Roberts said. "It's different. It's crazy. Sometimes I have to put all that stuff in the back of my mind so I can work."

There are always at least one or two trolls on duty. Of the 11 members of the team, four are trolls and the rest provide support, such as communications and maintenance. They work day and night in 12-hour shifts.

Step outside the control tower and take about 15 steps and a colored barrel marks the spot where the tips of a C-130's wings cross

over. When a Herc is landing, don't go past that barrel.

When a C-17 landed here once, the wings extended way beyond the barrels, passing uncomfortably close to the tower.

However, normally not much happens on the airfield. The aircrew are few, but that doesn't mean the controllers can relax. When they aren't focused on the sky, they have to keep an eye on the runway.

With no barriers around the runway, local workers have a tendency to find their way on the dirt airstrip. Some military members jog, others just cross it for no apparent reason other than to get to

the other side. A steamroller operator and a water truck driver intermittently service the dirt runway, too. In addition, dump trucks cross the runway working on a construction project on the other side.

It's a busy place sometimes.

When an aircraft is circling to go on its final approach, the controllers occasionally have to dash out and actually shoo people off the runway like free-range chickens. Either that, or they walk down the runway with their arms stretched out

like a plane, which tells the drivers there's an aircraft coming in.

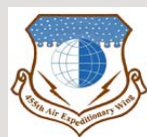
Dutch and Australian military members live around the air traffic control team. Soon the Dutch will take control of Forward Operating Base Martello. When they do, the air traffic controllers' mission will be complete, and they will return home.

Cover photo: Tech. Sgt. Toshiya Jones monitors aircraft as they park on the narrow, dirt airstrip at Tarin Kowt, Afghanistan. Sergeant Jones is an air traffic controller deployed from Tinker Air Force Base, Okla.



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PRT repairs past while bridging to Afghanistan's future

By Maj. David Kurle
455th Air Expeditionary Wing public affairs

BAGRAMAIRFIELD, Afghanistan – “Meeting and helping new people in a foreign country with lots of travel” may sound like a help-wanted ad but it almost describes the job of a member of one of the U.S. military’s provincial reconstruction teams in Afghanistan.

Except this job takes place in a combat zone and a PRT is one of the most effective “non-kinetic” solutions to Operation Enduring Freedom.

The teams were created by the U.S. Army in 2002 with the mission to help secure and re-build Afghanistan following more than 30 years of almost continuous warfare here. The aim is to keep Afghanistan from being a safe haven to the Taliban extremists who once ruled here.

The Air Force became involved this year when the Army asked for help in the form of request for forces assignments. This meant Airmen would lead the PRT mission for the U.S. Army.

In the case of the PRT assigned here, the effort is combined, as well as joint, meaning that forces from South Korea are also working alongside their U.S. counterparts conducting operations in the local Parwan and Kapisa provinces.

“Each time we go to a grand opening (of a bridge, road or school), I feel better and better,” said Senior Airman Brandon Eakins, assigned as a driver to the Bagram PRT.

“It’s one step closer to (the Afghans) being able to stand up on their own two feet,” he said at the dedication ceremony for a bridge that now connects 600 to 700 Afghan families to schools for their children and markets for their produce.

Airman Eakins volunteered to serve for a year here, leaving his job as a communications specialist at Altus Air Force Base, Okla.

“I work on computers at Altus. Here I don’t even touch them,” he said. “It’s a complete 180.”

Army Sgt. Michael Sottile’s job is to keep the team safe while it performs its reconstruction efforts. He is from the Connecticut National Guard and provides security for the team, manning an M-249 machine gun on top of an armored HUMVEE.

“We’re here for the protection of the civil affairs guys,” he said, using the Army



Photo by Maj. David Kurle

Army Sgt. Michael Sottile stands guard with an M-249 squad automatic weapon on the turret of an armored HUMVEE providing security for the opening of a bridge in Parwan Province, Afghanistan. Sergeant Sottile, from the Connecticut National Guard, is a member of the Bagram Provincial Reconstruction team, which is performing security, interfacing with the Parwan government and leading reconstruction efforts.

term for the PRTs. “I find it very rewarding, especially when we’re driving down the road and the kids are giving us the thumbs up.

“We’re doing a good job and making a difference,” Sgt. Sottile said. “From what I’ve seen, the locals definitely appreciate what we’re doing for them.”

In addition to security personnel, Army civil affairs specialists also work with the Parwan team, all of whom were called up from the Individual Ready Reserve to take year-long assignments here.

“This job is particularly suited for reservists,” said Army Capt. Don Johnson, a civil affairs specialist who was called to active-duty from the civilian world, where he taught at Cornell University. “That civilian

experience really does cross over into this civil affairs job.”

By working in a civilian jobs at home, reservists understand the needs of civilians in Afghanistan, he said.

Captain Johnson left the active-duty Army six years ago.

“If I have to come over here, this is rewarding,” he said referring to his PRT assignment. “You’re building instead of destroying.

“You’re building a legacy for this country,” he said.

Capt. Byung-wook Moon, an engineer in the South Korean Army, is one of the PRT’s



Bagram PRT helps build 'bridge to future'



Photo by Maj. David Kurle

Two Afghan men on crutches cross a newly constructed bridge linking the village of Nawaj and other mountain villages to a main road in the Parwan Province of Afghanistan.

By Maj. David Kurle
455 Air Expeditionary Wing public affairs

NAWAJ, PARWAN PROVINCE, Afghanistan – In the culmination of more than a year's efforts, the Parwan deputy governor cut the ribbon on a bridge July 11 in the northern part of this province connecting Afghans to their country.

The new bridge spans a river in the mountains and was built with the future in mind as it accommodates both foot and vehicle traffic. It will connect 600 to 700 families in mountain villages to a main highway and, by extension, to the rest of Afghanistan.

"This is a very great day," said Parwan Deputy Governor Gulam Sedeeq Sedeeq as he cut the ribbon to open the bridge.

"Now that you have this bridge you have to make sure the bridge is maintained," he told the people gathered here. "You must take care of it."

The bridge is part of a bigger project that will provide a transportation system and flood control in this mountainous region. The initiative is part of the National Solidarity Program, a reconstruction movement by the people of Afghanistan to rebuild after decades of war.

The new bridge, made from concrete and steel, replaced a footbridge where two people were killed last year, said Deputy

Governor Sedeeq. It will provide a safe route for village children to travel back and forth to school.

"The people of this village, from the Jihad to the resistance of the Taliban, have been through a lot of hardships," he said. "Of course it benefits the students, because they can now get to class on time."

The Bagram Provincial Reconstruction Team, a unit led by Air Force Lt. Col. Donald Koehler, oversaw the contract on the project and organized the \$38,000 in funding to complete it.

"The people of Nawaj are the reason this is here and this is their bridge," Colonel Koehler said. "This bridge is a bridge to the future that will connect them with greater access to medical care and markets for their goods."

There are 12 PRTs in Afghanistan, which perform security, governmental interfacing with the provincial governors, and lead the reconstruction efforts in their assigned province. Six of the teams are led by the Air Force, which became involved this year when the Army asked for help in the way of request for forces assignments.

"Today's the conclusion to a long process of opening this bridge," said Army Capt. Don Johnson, who was the PRT member in charge of the bridge project. "It's just one step in rebuilding the infrastructure in the Parwan Province.

"It just shows the people their government still looks out for them," he said.

PRT, continued from Page 3

international members. On the day of the bridge dedication he took the time to explain to Afghan children where his home country was and why he is serving here.

"As a Coalition forces member, I am really proud of what I am doing here," Captain Moon said. "The process of building this bridge means that Afghanistan is advancing.

"I believe that Afghans are making great progress toward building a better future," he said.

The success of the PRT's operations was evidenced by Secretary of State Condoleezza Rice last fall as she addressed the U.S. Senate's Foreign Relations Committee.

"To execute our strategy we will restructure a portion of the U.S. mission in Iraq," Secretary Rice said. "Learning from successful precedents used in Afghanistan, we will deploy Provincial Reconstruction Teams in key parts of the country."



Photo by Maj. David Kurle

An Afghan father and son sit on the railing of a newly constructed bridge in the northern Parwan Province.



Brief Bullets

Accrual travel vouchers

Airmen deployed for more than 30 days may submit an accrual travel voucher for reimbursement of major expenses related to travel for the deployment. The Accrual Travel Voucher Request Form can be accessed on the Virtual MPF Web site at: <https://ww3.afpc.randolph.af.mil/vmpf/ATVoucher/Pages/Intro.asp>

No more paper W-2 forms

The Air Force Accounting and Finance Office has announced that it will no longer mail hard-copies of W-2 Tax and Earnings Statements for Tax Year 2006.

Airmen need to utilize the MyPay Web site to access their W-2 forms for this year.

To inquire about a MyPay account call Tech. Sgt. Tanya Williams at 231-4409.

Airmen can view pay information, leave and earning statements, W-2s and more at the myPay Web site: <https://mypay.dfas.mil/mypay.aspx>

Bench-press contest

The services flight will be holding a bench-press contest Sunday at 6 p.m. local in the Camp Cunningham gym. Gift cards will be presented to the winners in their respective weight classes.

There seven weight classes for men and three for women. Call Master Sgt. Chuck Downs with questions at 231-4360.

Services July events

All events begin at 1900L, unless otherwise noted.

Today	Tuesday
Bingo	Spades
Saturday	Wednesday
Texas Hold'em	Texas Hold'em
Sunday	Thursday
Pizza & movie	Dominoes

Bagram's Best program

By popular demand, the *Bagram Bulletin* is once again dedicating a page to "Bagram's Best."

This section highlights Airmen doing good things around Bagram, be it on or off duty. Anyone can nominate one of "Bagram's Best," but the nominee's first sergeant and commander must concur before the person will be published in the paper.

If you know somebody deserving this type of recognition, visit your first sergeant.

Air Force ready for Lebanon evac.

by Louis A. Arana-Barradas
Air Force Print News

SANANTONIO (AFP) — Airmen are ready on the East Coast to fly in at a moment's notice to help with the evacuation of Americans fleeing the chaos in Lebanon.

A group of Airmen from one of three contingency response groups at McGuire Air Force Base, N.J., is ready to deploy where needed — if needed, a base spokesman said. Most of the Airmen are at home with their families awaiting the orders to go, he said.

They're all on telephone standby and can be ready to launch at a moment's notice," the spokesperson said. "If called, they should be at their location within the next 24 hours."

The group's equipment is packed "and sitting on the tarmac" on the base flightline ready for quick upload into transport aircraft, he said. The base has C-17 Globemaster III aircraft that, with aerial refueling, can fly from the East Coast base directly to most locations in the Middle East.

At the Pentagon, Air Force spokes-

person Maj. Brenda Campbell said there is no final word yet on where the group will go.

But it is likely the rapid-response group will deploy to the Mediterranean island of Cyprus. The U.S. military has already sent a communications team to Cyprus, a U.S. Central Command official said. And Marine Corps helicopters have also been evacuating Americans to the island.

Other nations are using Cyprus as the drop off point for evacuees, and ships chartered by the United States and other nations have already taken several hundred Americans to the island.

American embassy officials in Lebanon said they expect about 5,000 of the more than 25,000 Americans in the country will want to leave.

The evacuation of foreign nationals from Lebanon's under-fire capital of Beirut has been ongoing for several days. People started fleeing the country as soon as Israeli jets flew air strikes against locations in Lebanon aimed at quelling Hezbollah rocket fire into Israel and demanded the return of Israeli soldiers captured by the militant group.

ENDURING FAITH CHAPEL

Weekly services:

Muslim

Fridays 1700L (1230Z)

Jewish

Fridays 1930L (1500Z)

Seventh Day Adventist

Saturdays 0930L (0500Z)

Roman Catholic

Saturdays 1945L (1515Z)

Sundays.....1000L (0530Z)

Weekdays.....1130L (0700Z)

Liturgical Protestant with

Communion

Sundays 0830L (0400Z)

Contemporary Protestant

Sundays 1200L (0730Z)

Latter Day Saints

Sundays 1300L (0830Z)

Church of Christ

Sundays 1400L (0930Z)

Korean Protestant

Sundays 1545L (1115Z)

Gospel Protestant

Sundays 1730L (1300Z)

Traditional Protestant

Sundays 2000L (1530Z)

KBR Protestant Service

Sundays 2130L (1700Z)



Take initiative to 'make a difference'

By Maj. Tim Coger
445th Expeditionary Maintenance
Squadron commander

All leaders have their own styles, ideas and philosophies. Some are more flexible and versatile than others. Each is a product of the person's environment, experience and personal outlook.

My experience is that most leaders build a "tool box" filled with tried and true standards, as well as other, more specialized and situational tools.

Our current promotion systems give credence to the "whole person" concept. The idea of being a good worker in the duty section only gets one so far these days in terms of promotion. I try to mold my leadership tools to focus not only on military business but so they can be applied across the spectrum of life.

Initiative is one of my favorite themes. It goes a long way in overcoming most any situation, challenging or not so challenging. In that vein, I encourage people to consider a "Be Someone, Do Something, Make a Difference" mantra.

It's all about initiative: stepping up, getting the job done and getting results. This

can apply to anything – Air Force work, volunteering to help the local school or running a squadron intramural team. Generally speaking, as long as your intentions are good, you put in a decent effort, work within your level of competency and do not sabotage the effort, the results should be favorable.

For Airmen in today's operating environment, there are more than enough opportunities to show your stuff. With increased workloads, large numbers of trainees, expeditionary operations tempo supporting the Global War on Terrorism and other national efforts, the Air Force needs Airmen to step up and make a difference more than ever.

Let's take a look at each component of the mantra and break it down a bit further.

"Be Someone:" My intent for "Be Someone" is to allow room for more personal or professional growth and expansion. Step up confidently and proudly to the challenges presented before you. By being "Someone," you're committed to action and doing something. You've separated yourself from the masses, risen above the lemmings. You've become a leader. Leaders do things, organize people to do things and get things done. They are masters of initiative, something our

society and service recognize and reward.

"Do Something:" This is pretty simple, don't just stand there looking at the problem, wringing your hands or griping about what should or needs to be done. Or worse yet, don't expect someone else to do the dirty work. Take action!

"Make a Difference:" Every action has a reaction, that's basic physics. This is the results part. If a job needs doing, it must have a purpose or reason and a desired or expected outcome.

Many times in the routines that encompass our duties, we know the results immediately or the reasons why we do things. We do our duty; get the expected and desired results. It's those jobs laying on the edges, sometimes undesirable and not glamorous, or plain forgotten where I'd like people to focus additional attention.

In today's Air Force there is the issue of the scope of work that needs doing. Look around and see what you can do to pitch in, make your unit more combat capable and cohesive and your community a better place to live. If everybody took the time and effort to get all the unpopular jobs done think how much better our world would be. "Be Someone. Do Something. Make a Difference."

Be safety vigilant through all deployment phases

By Tech. Sgt. Theresa Lex
455th AirExpeditionary Wing safety office

I want to send a message to everyone, "we, in the safety office, want you to return home to your friends and family the same way you deployed to this location."

We want you to remember the last statement you made to your friends or family before leaving for this deployment. It might be something like this "I promise I will be safe while I am gone."

Most of us here are halfway through our deployment and are used to our daily routines. We get up, go to the gym, take a shower, go to the dining facility, then go to work or back to your room for some sleep. The next day we start the process all over again.

This cycle continues, day in and day out, as days turn into weeks and weeks turn into months, as each of us add X's to our calendars counting down the days until we return home.

To many people, these deployments start to remind us of the movie "Ground Hog Day," where the same day keeps repeating until Bill Murray's character gets it right.

However, this is real life and we cannot re-start the clock if something bad happens.

When arriving at a deployed location, we can expect to progress through three stages, the arrival stage, mid-point stage and end stage.

During the arrival stage, everyone is looking for an unidentified hazard. They try to get their situational awareness about what is going on around them in this new environment. At this point in the deployment, mishaps do happen but they are minimal and usually a result of not being familiar with the surroundings. At this stage, everyone works at top performance.

At the midway point, where most of us are today, we are entering one of the most dangerous periods during our deployment, statistically speaking. Two causes for concern during this critical time are complacency and fatigue.

Complacency can take many different forms but the one seen most often is failure to apply checklist discipline. Failure to follow checklists or technical data is a causal finding in mishap investigations.

This is something easy to correct and fix.

Start with the basics: seatbelts, reflective gear, etc. Review the checklist or technical guidance before starting the job. Don't let your guard down, if something does not look right, stop what you're doing and fix it or report the hazard.

Vigilance is particularly important in combating complacency. Keep your eyes open and your heads up, look around and be alert for safety hazards. This whole base is an industrial area with haz-



Bagram's Best



Tech. Sgt. Tammy Earley is the NCOIC of vehicle management analysis for the 455th Expeditionary Logistics Readiness Squadron.

She ensures all fleet data for the 455th is provided to the Combined Air Operations Center and ensures vehicle repairs are completed consistent with established priorities.

While deployed to Bagram Airfield, she has received eight new vehicles for the 455th Air Expeditionary Wing, processed five requests for new vehicles, corrected 50 needed changes to the system used to track and repair vehicles and developed a folder system for vehicle control officers in 25 different units.

Sergeant Earley is deployed from Scott AFB, Ill.



Major Randy Oefelein, a C-130 pilot in the 774th Expeditionary Airlift Squadron tactics section, ensured a vital asset was returned to service July 12.

Not just one, but two C-130 Hercules cargo planes punctured tires while landing at Farah, Afghanistan, in support of Operation Enduring Freedom. Major Oefelein recognized that the 774th EAS would not be able to launch another aircraft until the next day.

He personally took the initiative to coordinate delivery of a spare tire and jack via a civilian contract aircraft, thereby returning the C-130 to service with minimal delay.

The major is from the Alaska Air National Guard and is also a pilot for Alaska Airlines.

Vigilance, continued from Page 6

ards almost everywhere. Remember, when performing a job or task, always do it by the book – don't take the short cuts. Short cuts might work some of the time, but remember "Murphy's Law." Murphy guarantees the accident will happen to you.

The bottom line is if you see someone taking a short cut or doing something unsafe, **STOP THEM!**

To combat complacency, rotate shifts or tasks; this helps people to break up the monotony of everyday operations.

Chronic fatigue is a second concern. Fatigue causes many needless fatalities and mishaps.

When a person becomes fatigued or tired it is a natural tendency for them not to focus 100 percent of their attention on a task. When sleep loss accumulates over time, people start to show signs of increased errors, difficulty in following directions, carelessness

and lack of motivation. All of this may translate into inattention and unnecessary risk-taking to get the job done, resulting in an open invitation for a mishap.

The best way to combat chronic fatigue is to get between six and eight hours of sleep each day.

During the end stage, everyone focuses on finishing the deployment to get home to friends and family. People tend to perform tasks haphazardly in the effort to "get-er-done." Mistakes tend to occur more frequently during the end stage.

Checklist discipline and attention to detail will prevent mishaps from occurring. We all have the same goal – to go home safely to our loved ones and friends.

Awareness is the key to a successful deployment. Watch out for pitfalls during the next two months, keep an eye on each other, ask for help when needed and remain vigilant for safety hazards.



Final Frame



Photo by Master Sgt. Orville Desjarlais Jr.

Bunker drill

Left, Capt. Jason Kneuer, from the 455 Expeditionary Maintenance Group, reports the number of people in his bunker while Master Sgt. Jimmy Armour takes shelter during an exercise here Sunday. The exercise tested the 455 Air Expeditionary Wing's reaction to a simulated base attack.



Photo by Master Sgt. Orville Desjarlais Jr.

Prop wash

Tech. Sgt. Mark Koeckritz washes a C-130 Hercules propeller. Sergeant Koeckritz is in the Alaska Air National Guard.