

Shaw engages new barrier



Courtesy photo

By Staff Sgt. Lee Watts
Internal Information chief

What started as a routine landing turns into an emergency. As the aircraft quickly approaches the end of the runway with brakes failed and hydraulic power lost, the pilot considers his options. Does he abandon the aircraft by pulling the ejection handle or does he push the throttle forward to try to regain altitude?

The answer is neither. With the

end of the flightline drawing closer, the aircraft engages the barrier and the pilot puts his safety and the aircraft's condition in the hands of civil engineers.

An arresting barrier is a metallic cable stretching across the runway using hydraulic pressure to slow and stop an aircraft that has lost its braking ability.

Barriers throughout the Air Force are being replaced with the new models capable of handling

heavier and faster aircraft.

"Plans are to have systems across the Air Force swapped out by 2010," said Master Sgt. Richard Martin, 20th Civil Engineer Squadron NCO in charge of power production.

Currently, members of the 823rd RED HORSE Squadron of Hulbert Field, Fla., and 20th CES are replacing the Shaw barrier that's on the end of the runway closest to Highway 378.

According to Maj. James King, 20th CES operations flight commander, the project is valued at \$564,000, but wound up costing \$85,000 -- a savings of more than \$479,000.

"This is really great for the wing," said Maj. King. "By working with RED HORSE, we pay for parts and materials, and get labor and expertise for pennies on the dollar of what we would have to pay a contractor. Also, our troops get valuable training."

Replacing a barrier is not as simple as digging up the old line and attaching a new one.

"This is one of the more challenging projects we've faced," said Navy Lt. Ryan Davis, currently assigned to the RED HORSE team.

Carpenters, electricians, heavy equipment operators, vehicle mechanics, site developers and power and

production specialists are bringing their skills to complete the project.

"There is a lot of quality control involved. One of the challenges is the requirement for sheer precision," said Lt. Davis.

Sgt. Martin explained why precision is important in a barrier.

"The barrier slows aircraft by applying hydraulic pressure to the line. Each end of the barrier has to be balanced or one part will pull more than the other and cause the aircraft to veer off the runway centerline."

According to Lt. Davis, "There is a lot of coordination involved. We have to get the job done without impacting flying. We arrived May 1 and began taking out the old system, but project planning started as far back as November. The goal is to be completed before July 4."

With the old system and the new, readiness is key.

"Some years the system isn't used, other years it's used 10 or 15 times," said Sgt. Martin.

Regardless of emergency landings, each year there is a certifying barrier engagement by an aircraft doing a high-speed taxi.

Though the system is only for rare use, a barrier crew comes out and inspects it every morning.



Photo by Staff Sgt. Lee Watts

Carpenters from the 823rd RED HORSE Squadron work on the new barrier. More than 500 pounds of steel are implanted in the concrete so the barrier can withstand greater force.

Shaw's Fire Department saving lives on the ropes

Far right, Airman Nick Scott, 20th Civil Engineer Squadron firefighter, trains on rappelling techniques used in rescuing a victim from a structural fire. The training was conducted at Shaw's multi-story fire tower May 14.

Right, 20th Civil Engineer Squadron firefighters (from right to left) Senior Airman Joseph Coleman, and Airmen 1st Class Richard Davis and Adam Gardner pull on the ropes that lowered the firefighter to the victim and then raised them both to the roof.



Photos by Staff Sgt. Lee Watts

Proactive fire prevention vital to base safety

By Airman 1st Class Susan Penning
Staff writer

Team Shaw is encouraged to remain proactive about fire prevention. In a recent memorandum from the 20th Civil Engineer Squadron Fire Department, fire safety measures were addressed.

The fire prevention flight no longer services any portable fire extinguishers on base.

In accordance with *Air Force Occupational Safety and Health Standard 91-501*, building managers are now responsible for inspecting and contacting local companies to re-service, replace and hydrostatically test portable fire extinguishers present in their buildings.

According to Mr. Shawn Sullivan, 20th CES fire inspector, an extinguisher must be serviced if it has been used, accidentally discharged or if the fire department mandates it be checked out.

Monthly inspections on units are required by building managers. Inspection checklists are given out at manager training, but can also be obtained through the fire department or by visiting the National Fire

Prevention Association's website at www.NFPA.org.

The fire department conducts annual inspections of all fire extinguishers in buildings on base, and ensures facilities are in compliance with fire codes.

Mr. Sullivan said members should be aware of the following:

- ☛ Stoves in government facilities must have an extinguishing system that cuts off power to the heat source and sends a signal to the fire department. This is a new requirement outlined in the *United Facilities Criteria 3-600-01*.

- ☛ Stairwell doors should not be left propped open.

- ☛ Self-help projects require an Air Force Form 332, *Base Civil Engineer Work Request*, be submitted to the fire department.

- ☛ Garbage must not accumulate.

- ☛ Storage under stairwells and in mechanical/boiler rooms is prohibited.

- ☛ Exits should never be blocked.

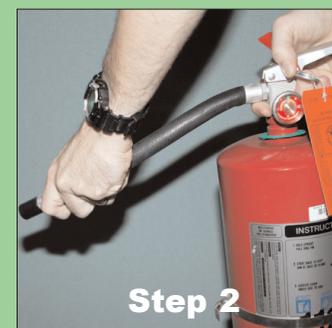
- ☛ A hallway clearance 5-feet-wide must be maintained for efficient evacuation.

For more information, call the fire prevention flight at **895-4600**.

Can you PASS the extinguisher test?



Step 1



Step 2

P -- Pull the safety pin.

A -- Aim the nozzle.



Step 3



Step 4

S -- Squeeze handle.

S -- Sweep side to side.

Handle finances through education, early action

By Ms. Adriene M. Dicks
Correspondent

It's time to pay the electricity bill, but you won't have the money until pay day, which is another week away. So, you find a check-cashing company that will, for a fee, cash a check and hold it until your next pay day when you agree to pay it off. Only when pay day arrives, you don't have the money to pay the bill or the check-cashing company, so you find another check casher to pay them, and end up with a worse problem.

According to Mrs. Cynthia Briggs, 20th Mission Support Squadron readiness consultant/financial manager, this is a situation where many Airmen find themselves. She said the reason many end up in these predicaments is lack of education.

"When you're in school, you learn to read, you learn to write, but no one teaches you how to balance a checkbook or save money," said Briggs. "A lot of Airmen are on their own for the first time not knowing how to be financially healthy, but they need to realize there is no quick fix to financial problems."

Turning to check-cashing companies may seem like a way out but can lead to an increase in debt, according to Mrs. Briggs. However, there are resources available on base to educate before prob-

lems arise and assist when problems do occur.

There are four financial consultants at the Family Support Center, including Mrs. Briggs, who are available to anyone with military identification. For those who aren't in financial trouble but just want to avoid it, they offer preventative counseling. Even when you're not in a financial bind, you may wonder where some of your money is going and need some additional help, said Mrs. Briggs.

"We try to help people have separate funds for times they may need money. We suggest an emergency fund for the unexpected or a goal-getter fund if the purchase of a car is expected within the next couple of years," said Mrs. Briggs. "We also want people to pay attention to how much money they are really spending. They may set out to spend \$75 at the grocery store but don't account for the \$15 they spent for fast food on the way home."

In addition to offering one-on-one counseling, the FSC also offers classes on budgeting and financial management. All first-term Airmen attend a financial management class when they arrive at Shaw, but other voluntary classes are available at the FSC. The center also offers classes on specific things that may impact finances, such as buying a car or house. For more information on those classes and when they are available, call **895-1252**.

First sergeants are also resources Airmen can use when they find themselves in a financial bind. According to Master Sgt. Joseph Whetstine, 20th MSS first sergeant, finances are addressed with all newcomers, but they will give personal attention to anyone feeling a financial strain.

"We will sit down and write out exactly where their money is going," said the first sergeant. "Sometimes it's as simple as having to stop eating out three times a week. Other times, they are spending more than they are making and may need to call some of their creditors to explain their situation, and many times the companies understand and are willing to work with them."

Capt. David Bargatze, 20th Fighter Wing Legal Office chief of administrative actions, said the worst thing any Airmen can do is wait to get assistance. According to him, not only can handling finances incorrectly lead to stress, bad credit ratings and higher interest rates on credit cards, it can also lead to Articles 15 and discharge due to dishonorable failure to pay just debts.

"Things will only get worse if you wait. Financial problems can't be ignored," said Capt. Bargatze. "Ask for help. We would much rather keep Airmen out of financial trouble and in the blue than have to remove them from the Air Force."



Spirit Spotlight



Airman 1st Class Crystal Watson



Organization: 20th Medical Operations Squadron

Duty title: Aerospace medical technician

Job duties: Assist with patient care

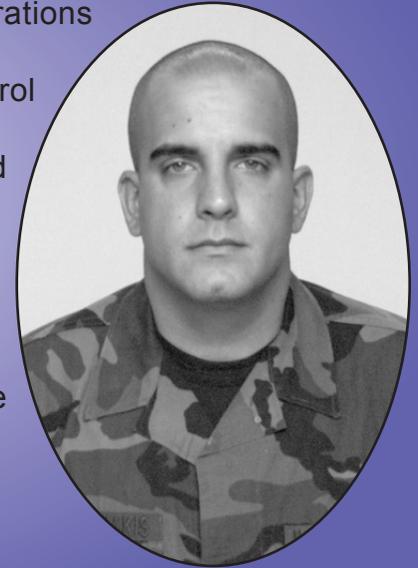
Hometown: Anderson, S.C.

Time in service: One and a half years

Off-duty interests: Traveling and reading

Words I live by: "To the degree that you believe, you will achieve." -- James Allen

Airman 1st Class George Katsamakias



Organization: 20th Operations Support Squadron

Duty title: Air traffic control apprentice

Job duties: Provide a safe and efficient flow of air traffic in Shaw's airspace

Hometown: Commack, N.Y.

Time in service: 10 months

Off-duty interests: Hockey, softball, golf and going to the beach

Words I live by: "Begin with the end in mind." -- Stephen Covey

Club builds self-confidence, fosters growth

By Airman 1st Class Susan Penning
Staff writer

Is Toastmasters:

A: a group of highly-trained bread browners?

B: a team of professional champagne pourers?

C: none of the above?

Toastmasters International is a world-wide organization that helps people improve their public speaking skills. The Toastmasters mission statement, which is outlined on the Website, <http://www.toastmasters.org>, says the goal of Toastmasters International is to provide a supportive and positive learning environment where each member has the opportunity to develop communication and leadership skills, which in turn foster self-confidence and personal growth.

Each Toastmasters meeting gives members an opportunity to practice:

- Conducting meetings.
- Giving impromptu speeches.

■ Presenting prepared speeches. Projects cover such topics as speech organization, voice projection, language, gestures and persuasion.

■ Offering constructive evaluation. Every prepared speaker is assigned an evaluator who points out speech strengths and offers suggestions for improvement.

There are two Toastmasters clubs in the local area; one meets Tuesdays at 7 p.m. at the YMCA on Miller Rd. in Sumter, and one meets every other Thursday at 7 p.m. in the Community Center on base. The next meeting at the Community Center is set for June 3.

Tech. Sgt. Rachel Colbus, 20th Medical Support Squadron, has been a member of Toastmasters for three years.

"When I first joined, I hated it. I was so nervous to get in front of people and speak. Now, I'm still nervous, but you can't tell."

Sgt. Colbus said she joined the club to improve her confidence.

"Toastmasters is a non-threatening environment. The evaluations you receive allow you to know where you stand and how to improve."

Since Sgt. Colbus joined Toastmasters, she's not the only one who's noticed an improvement in her speaking skills.

"My boss told me I'm a great communicator," she said.

Although the idea of joining a club to do speeches may not sound appealing to a lot of people, Sgt. Colbus says it's actually fun. "There's so much more to it than performing speeches."

To become a Toastmaster, members can attend any Toastmasters meeting. For more information, visit www.toastmasters.org or call the Community Center at 895-3382.

