

## Award nomination proves LRS flight doesn't 'fuel' around

By 1st Lt. Jeremy Gingrich  
and Tech. Sgt. Richard Lane  
*20th Logistics Readiness Squadron*

In this era of heightened tension involving homeland security, readiness and expedience is paramount, especially when it comes to Shaw's alert aircraft. In that regard, one thing pilots here never had to worry about was fuel. In the post-9/11 environment, the 20th Logistics Readiness Squadron's Fuels Management flight has kept the fuel flowing, and more importantly, kept Shaw's planes in the air.

As people witness Shaw's F-16s streaking across the sky, it should be noted that, without fuel, an F-16 can't get off the ground. This feeds the fuels flight's motto of "without fuel, pilots are pedestrians," and it has been the driving force behind their service to alert aircraft. For Operation Noble Eagle, this flight has supplied 66,684 gallons of JP-8 fuel in servicing 409 aircraft sorties in fiscal year 2004.

While the alert mission is certainly

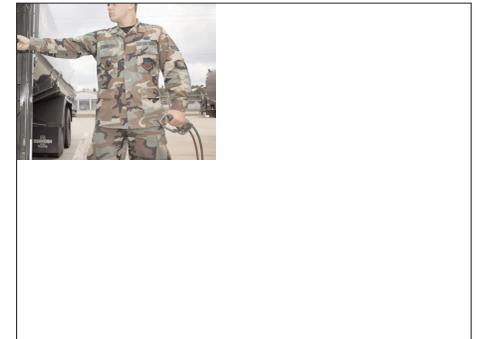
a banner program, it is merely a fraction of the business done by the fuels flight. During the past year, fuel trucks have issued 20,531 fuel transactions that yielded 20.1 million gallons of fuel. The fuels operators have achieved these numbers while at the same time maintaining a less-than-10-minute response time. "Our response times exceed Air Combat Command's goal by 70%," said Tech. Sgt. David Moore, 20th LRS fuels flight resource controller. Operators have managed to achieve this time, despite having to work around various construction projects throughout their work area. This year, more than \$150,000 has been allocated to improve facility security, to include installation of security cameras and a new secure fence for the refueling unit parking area. Also, an ongoing project exists to replace the cryogenic canopies covering tanks containing liquid nitrogen and liquid oxygen.

In addition, the 20th LRS's fuels flight personnel are taking their act on

the road. "We're shipping out quite a few of our people this fall," said 20th LRS fuels flight support representative Tech. Sgt. Kimberly Kime. "For the upcoming air expeditionary force, our flight has almost a quarter of our people deploying to the area of responsibility in support of Operations Enduring and Iraqi Freedom."

Along with the servicing of aircraft, the fuels flight has a lab facility where personnel analyze and evaluate the fuel they deliver. Fuels lab personnel observe and run a battery of tests on the fuel product in every holding tank and refueling unit. They have analyzed 14,238 samples since October 2003, maintaining a 100% intolerance rating, ensuring the fuels products are nothing but the best. Jet fuel is not all they manage, however. The flight also performs allocations of mobility gas in the form of ground fuels products for all organizations on base.

Due to these and various other accomplishments, the 20th LRS's fuels



*Photo by Airman 1st Class Susan Penning*

**Airman 1st Class Daniel Singleton, 20th LRS, makes preparations to refuel an F-16 Wednesday.**

management flight is being considered for the 2004 Drake Trophy, which is awarded to the most outstanding fuels flight in ACC.

"We try to instill in every fuels [Airman] the belief that when it comes to achieving the mission, no obstacle is too great and there is always a way," said 20th LRS fuels manager, Senior Master Sgt. Mark Yarke. "I think our track record and statistics show our message is getting through."

# Avionics flight protects Shaw's planes

By Airman 1st Class Susan Penning  
Staff writer

If you've ever had a chance to see the cockpit of a plane, you've probably marveled at all the buttons



Photo by Airman 1st Class Susan Penning

**Airman 1st Class Rigoberto Rodas, avionics AIS apprentice, tests aircraft components Wednesday.**

and knobs it takes to fly an aircraft. Have you ever wondered how pilots remember what each of those buttons do, or who upgrades and repairs the components when they need it?

The 20th Component Maintenance Squadron's avionics flight here ensures avionics equipment is properly serviced and functioning correctly.

One piece the shop has been working on since the early 1980s is the ultra-high-frequency radio receiver transmitter, which pilots use for communication. Although this radio has been around for more than 20 years, it still remains a vital part of the aircraft, according to Master Sgt. Kevin Hooker, 20th CMS avionics intermediate section flight chief.

Another "oldie but goodie" serviced by avionics technicians is the tactical air navigation receiver transmitter, which is used in point-to-point navigation, Sgt. Hooker added.

One newer component is the introduction of night-vision technology on the heads-up display unit, said Sgt. Hooker. This unit allows pilots to view flight data projected on the glass in front of them, rather than having to look down to read it, which could waste critical time in a combat situation.

Along with newer technology comes the flight's role in electronic warfare.

"The electronic warfare systems section services equipment that protects aircraft from radar-guided threats, such as surface-to-air missiles," said Master Sgt. Dave Tate, assistant chief of the flight's electronic warfare systems section.

In addition to the adaptation of newer avionics components over the years, Airmen who enter the career field have changed as well.

"Our Airmen are now more technically-savvy than previous generations. Many enlisted members are

coming in with college classes and even degrees, and they're picking up information more quickly," said Tech. Sgt. Sean Prior, the flight's assistant avionics intermediate section chief. "However, although these Airmen have sharp minds, we still take the time to teach them 'old-school' Air Force values, such as a good work ethic, following up on projects, and basic trouble-shooting techniques."

Part of this training occurs even outside the shop. When Airman assigned to 20th CMS are not on the job, they still take an active role in fellow flight members' well-being.

"The Air Force has always taken care of its people, but now we are even more conscious of social issues such as drinking and driving," said Sgt. Prior. "We know what a huge impact these things can have on our Air Force, and we're working harder to take care of each other."