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“A picture is worth a thousand words.”

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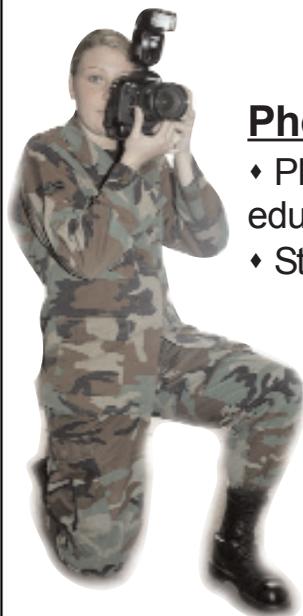
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Photography: 895-1620

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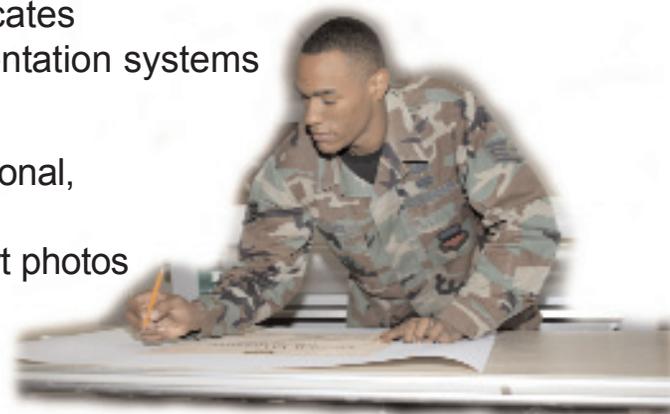
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Manners make driving less challenging

By Staff Sgt. Alicia Prakash
Staff writer

Whether it is waiting in line at a gate in the morning, driving to a work center or trying to find a parking space, driving courtesy can help keep stress down and attitudes up.

Some people express frustration with those Team Shaw members who keep Shaw safe. Other disgruntled drivers bring their frustration with them once they pass through the gate. Does anger really help, and what can be done to improve the situation?

Shaw has security measures in place which can slow traffic flow. Security is a priority, and that will not change. Learning to adapt and overcome anger with traffic problems can help everyone have a more pleasant day.

"I hate it when people don't use their [turn] signals and swerve right in front of me," said Staff Sgt. Curtis Mobley, 20th Mission Support Squadron First Term Airmen Center resource manager.

He said even though the base speeds are not high, it is still an annoyance when someone cuts into traffic without a warning.

"One lady asked me why we were checking ID cards. I told her it was part of a security measure for ID card checks on incoming vehicles. She was not satisfied with my answer and saw it as a holdup and inconvenience," said Army Staff Sgt. Arthur Bostick, 20th Security Forces Squadron augmentee.

He said they get a lot of comments from drivers as they come on base.

"It is the little things people do to make driving bothersome," said

Sgt. Mobley about courtesy.

He was recently in a near collision on base because another driver was not polite enough to use his turn signal and wait for his right-of-way before proceeding.

Accidents and increased security measures throughout the base should not keep drivers from being courteous to other drivers or personnel at the gates. "We are not here to hassle anyone or make their day miserable," said Sgt. Bostick. "Our intentions are to secure the base.

Drivers are encouraged to keep a positive attitude and be considerate to make the ride through the gate and around base less hectic. To make lines move faster and reduce stress:

◆ Be ready. Have your base ID card in your hand and ready to pass on to the security officer. Don't

keep it in your trunk or other inaccessible areas.

◆ Keep up. Watch the driver in front of you and continue to move forward with traffic.

◆ Be on the lookout. Watch for merging traffic or passers on the left.

◆ Be nice. Those standing at the gate or driving along may be having a harder day than you!

◆ "Smile," said Airman 1st Class Brett Miner, 20th Security Forces Squadron personnel.

He said it is a good thing when people drive up and smile when he says "hello."

There are many ways to say "please" and "thank you" on the road without saying a word. Using etiquette when going from point A to point B could make all the difference for you, your passengers and the other drivers.



AMXS: keeping Shaw ready day, night

By Airman 1st Class Susan Penning
Editor

(The following is the first article in the People of the Night series.)

It's easy to appreciate the work Air Force members do during the day, because their accomplishments are highly visible. But did you know some of the most vital parts of Shaw's mission get accomplished while most people are fast asleep?

The 20th Aircraft Maintenance Squadron is one unit on base that keeps going strong long after the sun goes down.

A major role night-shift AMXS crews take on is inspecting and servicing aircraft, according to Master Sgt. David Burton, 20th AMXS production superintendent.

Night crews are busy with pre and post-flight inspections in addition to other servicing and maintenance obligations, Sgt. Burton said. The night-time role is vital; without the aircraft being inspected, maintained or serviced, the mission wouldn't get executed properly.

Tire and tank changes are just a few of the maintenance projects night crew members work on.

"I would say about 90% of major aircraft maintenance is done at night," said Sgt. Burton.

Many night crew members put in long hours, often working 12-hour shifts on a regular basis, he added. "The flying schedule dictates our schedule."

In addition to maintaining aircraft, Sgt. Burton said maintaining vigilance is another important

duty of night-shift workers.

Although working different shifts can take its toll on the body, Sgt. Burton says there are advantages to working at night. "I've spent most of my career working at night. Working nights, I could get involved in any projects my kids were doing during school."

Master Sgt. Daniel Mickelson, 20th AMXS manning NCO, said it's also nice at night because office phones aren't ringing and you can concentrate on the project at hand without any distractions.

"A lot of people don't understand how much work goes on at night here," he added.

"Night crews are fundamental in the preparation and maintenance of Shaw's aircraft," said Sgt. Mickelson.

Shaw JTAC on target with Air Force mission

By Master Sgt. Jeff Szczechowski
455th Expeditionary Operations
Group Public Affairs

BAGRAM AIR BASE, Afghanistan -- "Dad, you're still at work?" When Staff Sgt. Jason Cry (pictured right) got a chance to talk on the phone with his 5-year-old son while he was deployed, he explained why he couldn't be there at night to read him a bedtime story. He said the Air Force needed him to do some important work.

Sgt. Cry is an Air Force joint tactical air controller with the 682nd Air Support Operations Squadron at Shaw. He was recently deployed to Combined Joint Task Force-180 at Bagram AB. During a ground confrontation, he demonstrated the importance of JTACs to the war on terrorism.

Early March 18, in a village called Miam Do, coalition and Afghan National Army soldiers came under the fire of anti-coalition militia shooting from inside a compound there. Sgt. Cry was the JTAC assigned to the Army ground forces going after the enemy, and for the next 34 hours, he would be responsible for coordinating close air support for coalition forces.

"We're the link between the Army and the Air Force when the need arises for close air support," Sgt. Cry said.

While at the village, Sgt. Cry was working directly under the U.S. Army battalion commander. When the situa-

tion became deadly around 6:30 a.m. and the commander determined CAS was needed, he called on his JTAC.

When Sgt. Cry made his first radio request back to the Air Support Operations Center where other JTACs in the Joint Operations Center field incoming communications, he said he would have to decide quickly what actions to take, including how to maximize the use of air frames sent in to provide CAS, what type of weapons to use and where to direct the hits. He also needed to analyze how close any "friendlies" were in relation to the positions to be targeted. He would have a huge amount of firepower at his call, and a miscalculation when directing a strike could lead to the mistake he said every JTAC fears: fratricide (friendly fire).

This job's not for everyone, he said. "You have a lot of lives depending on you -- ones you take and ones you have to protect."

He had four A-10 Thunderbolt II's and four AH-64 Apaches at his dispatch, plus an AC-130 Gunship and its 105mm cannon. A B-1B Lancer crew radioed to announce it was in the area and ready to render its services.

During the second stage of battle, his battalion commander requested support from the AC-130 Gunship, and Sgt. Cry brought it in. After making sure no coalition forces were in the line-of-fire, he had it let loose.

Next, the B-1B Lancer moved in,

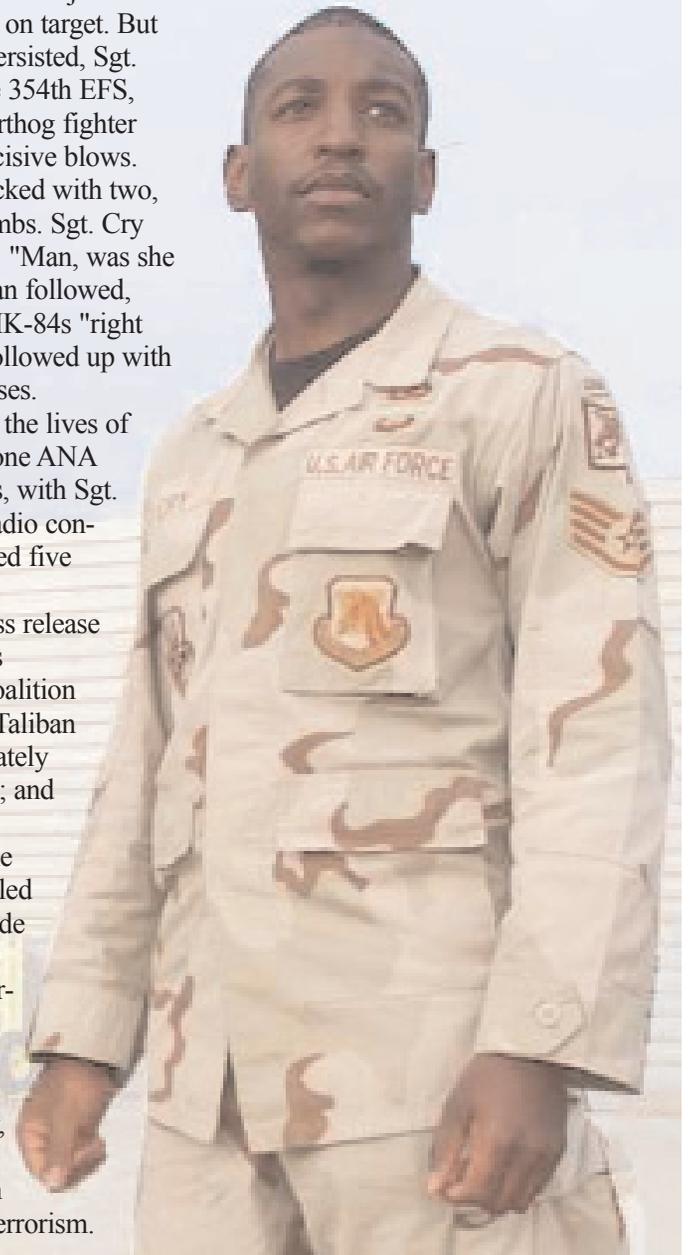
dropping three, 2,000-pound joint direct attack munitions on target. But when enemy gunfire persisted, Sgt. Cry turned again to the 354th EFS, allowing two A-10 Warthog fighter pilots to deliver the decisive blows.

The lead A-10 attacked with two, 500-pound MK-82 bombs. Sgt. Cry summed up the results: "Man, was she accurate!" The wingman followed, dropping both of his MK-84s "right on point." They then followed up with two 30mm cannon passes.

In a battle that cost the lives of two U.S. soldiers and one ANA soldier, coalition forces, with Sgt. Cry's tactical ground radio control a key element, killed five anti-coalition militia.

According to a press release from Combined Forces Command in Kabul, coalition forces also uncovered Taliban propaganda; approximately one ton of ammunition; and weapons that included rockets, mines, machine guns and rocket propelled grenade launchers, inside the enemy compound.

With "bombs on target," which Sgt. Cry listed as the most rewarding part of his job, and the battle over, the 682nd Air Support Operations Center won a battle in the war on terrorism.



Airman puts excellence in all she does

By Ms. Adriene M. Dicks
Correspondent

Some people believe loving your job is instrumental in doing your job well. For one member of the 20th Aeromedical-Dental Squadron, loving her job not only helped her do it well, but also led to rewards.

Senior Airman Aprille White, 20th ADOS Aerospace Physiology technician, was recently named Air Combat Command's Aerospace Physiology Airman of the Year for 2003. She was also named Airman of the Year for the 20th Fighter Wing in 2003. In her position, she is responsible for administrative and scheduling duties and, with the rest of her flight, aids aircrew personnel, such as pilots and jumpers, in working through problems they may experience in flight via altitude chamber training.

Airman White says she loves what she does and the people with whom she works. She says members of her flight have set her up to succeed by providing great leadership and wonderful examples to follow.

"The NCOs and officers here lead by example and their expectations are very clear. They expect excellence," said Airman White. "They let us know when we're doing a good job and stand behind us with every step."

In nominating Airman White for the award, Lt. Col. Robert Gamble, 20th ADOS deputy commander, said she was unequalled in performance and head and shoulders above others of the same rank.

One of Airman White's accomplishments during the award period of Jan. 1 - Dec. 31, 2003, was running the flight's training element with zero training gaps during the NCO in charge's extended absence. She also created a career field training brochure that earned her the 20th FW commander's coin for initiative.

According to Master Sgt. Christopher Bridges, 20th Aerospace Physiology NCO in charge, Airman White is on the fast track to a very successful Air Force career.

"Her dedication and attitude are extremely positive," said Sgt. Bridges. "Her leadership abilities are superb, and she has the capacity to do far more than what is expected of a senior airman."

When she learned she won the award, Airman White says she was both surprised and flattered.

"It's wonderful to be recognized for the work you

do on a daily basis, but I share this award with the people I work with," said Airman White. "Teamwork is fundamental, and it's a basic structure needed in order to be successful. I trust and rely on my co-workers, and we work well together."

Within the Shaw community, Airman White has worked with Relay for Life, Project Santa and the 20th ADOS Adopt-a-Highway program. She also serves as a driver for Shaw's Airmen Against Drunk Driving team.

In her spare hours, Airman White enjoys spending time with her husband, Senior Airman Aaron White, 20th Security Forces Squadron, and her two dogs she considers her children. She is also a student at St. Leo University, working toward a bachelor's degree in hospital administration.

Shaw is Airman White's first duty station. She says being here has been a great experience so far and when it finally comes time for her to leave, any other base or squadron will have a lot to live up to.

