

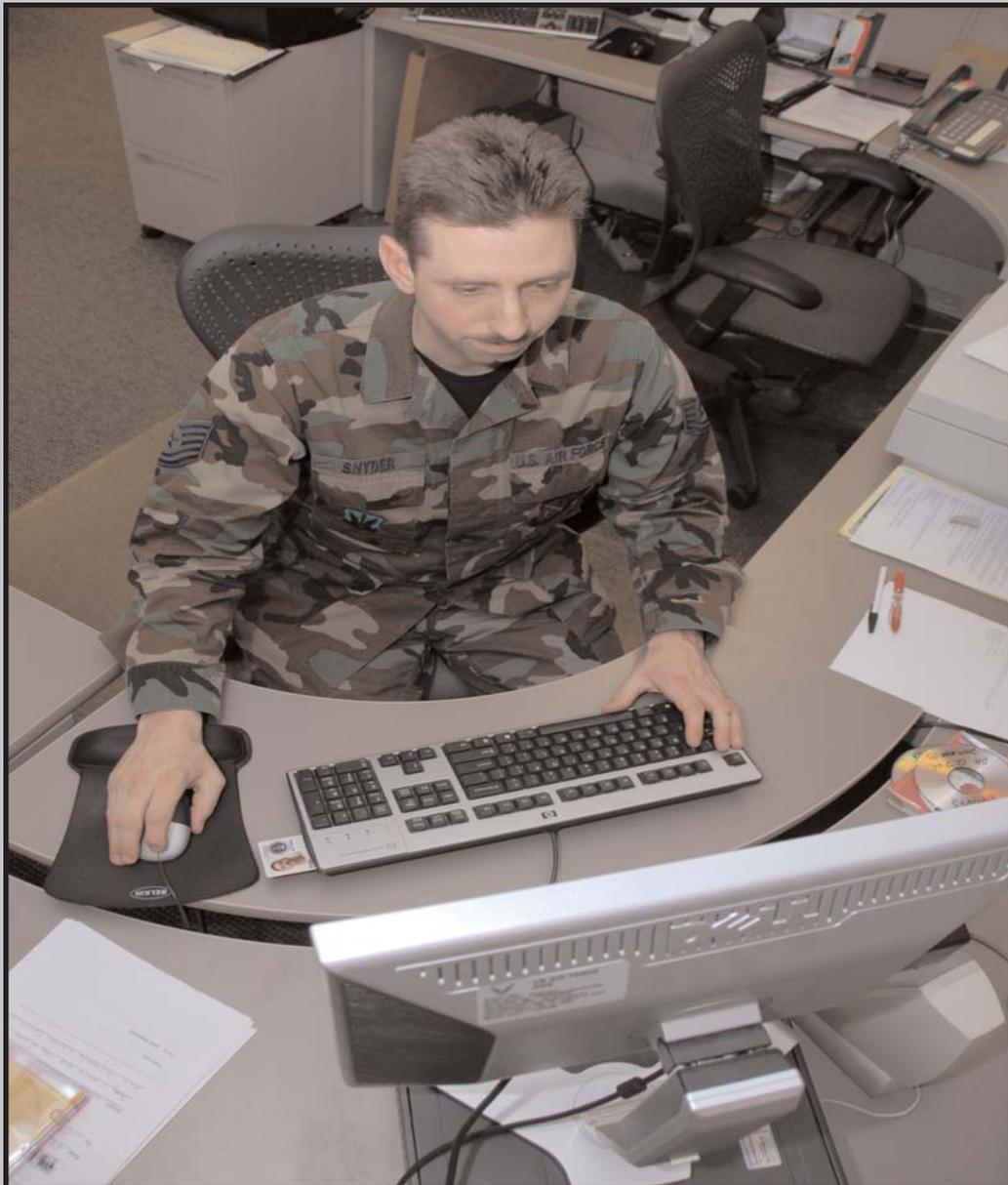
# PREVAILING WIND

Apr. 2009

The Official Newspaper of the 127th Wing, Selfridge ANGB, Michigan

Volume 14 Issue 4

## *Focus on Cyber Security*



*photograph by MSgt. Clancey Pence, 127th Public Affairs*

**Technical Sgt. James Snyder, a network manager with the 127th Communications Squadron, logs into a personal computer during a UTA weekend at Selfridge Air National Guard Base. Snyder said it is imperative that all Wing members adhere to computer security standards to ensure that the Wing is able to be ready to fly, fight and win in the cyberspace domain. See story on page 4.**



# Commander's Column



by Lt. Col. Gregory Holzhei  
*127th Maintenance Group Commander*

Last year, there was an initiative by the Active Duty Air Force to fundamentally change the structure of the Maintenance Group and the Operations Group within the wing organization. Then Chief of Staff General Moseley announced his support of this initiative in his CSAF Scope article, dated 13 December 2007. Later, on May 12, 2008, he signed the Global Wing Structure Program Action Directive, better known as, "PAD 08-01". In short, he intended to stand down all Maintenance Groups and redesignate them as Material Groups. The new Material Group was to include the maintenance backshops, Small Air Terminal, and the Logistics Readiness Squadron. The Operations Group was to absorb the AMXS (Flight Line) in addition to the Operations Squadron. Chief Moseley had expressed his desire to align maintenance sortie generation under Operations because he believed we should be organized by mission - not function. This initiative would have undone the current "maintainers commanded by Maintenance experts" and "operators commanded by Operations experts" theory we have been operating under since the last reorganization.

Fortunately for us, our current Chief of Staff, General Norton Swartz, put most of the plan on hold when he took over for General Moseley in August 2008.

During the week of 14 April 2008, I attended the Air National Guard Logistics Mega Conference in Reno, Nevada. It was a

great event and the 1400 Maintenance and Logistics folks who were there were treated to a wide range of briefings and breakout sessions. One of the more interesting briefings came on the third day of the conference when Major General Robert H. McMahan, the Director of Maintenance for Headquarters Air Force, got up and talked about the Operations and Maintenance realignment. He made it clear that one of the main objectives behind the realignment was the desire to "season" operators (pilots) who were destined for senior leadership positions. Part of the seasoning that has been missing is exposure of certain senior leaders to enlisted personnel processes.

It's probable that certain senior leaders have never had to deal with, or be responsible for, enlisted personnel, other than a stop at Life Support while retrieving a helmet or G-Suit, or a friendly chat with a crew chief while being strapped into a jet. This is problematic in that other services do a much better job at exposing pilots to the enlisted force through making them logistics or maintenance officers throughout their careers. At the senior levels, an Air Force pilot may not have the broadening that, say, a Marine or Navy officer has. I agree with the concept of having broadened Air Force officers; I don't agree that pilots are the one and only group who should be seasoned. Let me explain.

Throughout the history of the Air Force it has been a "given" that pilots have the most expensive and longest training require-

**Commander's Column continued, page 5** \_\_\_\_\_



# ... From the Chief's Desk



by Chief Master Sgt. Charles Halt  
*127th Communications Squadron*

Late in September of 2008 I received a call from an Air National Guard Special Operations unit asking if I wanted to fill a 60+ day line number to support one of their deployed locations in Iraq. Other than the general location of the mission, they couldn't tell me much until I was "read-in" upon arrival at the deployed location.

I initially wondered if they had the right name, because I had been coordinating a deployment for other airmen in my squadron recently. It all began to make sense when the deployment coordinator mentioned a previous vacancy I had volunteered for several months earlier, but couldn't get my commanders' approval before the position was filled by another volunteer. Wanting to keep my deployment options open, I had mentioned to the coordinator to call me if anything else came open at any location in the near future.

Not having the chance to deploy for several years and having the opportunity to deploy in support of AFSOC, I asked for a day to obtain the required Commander approval and coordinate with my family as the deployment would go through the holiday season. The deployment coordinator gave me 24 hours to give him

an answer.

Once I received command approval and discussed it with my family, I told the coordinator that I had the full support to deploy. He added me to the deployed manning document and gave me instructions to report to Hurlburt Field AFB in late November.

Not having much time, my Unit Deployment Manager immediately got the Wing deployment wheels in motion. I have always practiced and told my personnel to keep all ancillary training and deployment readiness requirements up to date. Even so, AFSOC had additional training and equipment requirements that I couldn't have completed without the help of several of our Wing organizations such as the Communications Squadron, Supply, Combat Arms, Wing Plans, Mission Support Flight, and the Medical Group, just to name a few.

After an uneventful trip to Hurlburt Field, I was able to visit the Squadron responsible for training personnel for the mission I was to support. They ensured all of my deployment requirements were complete and any equipment shortfalls were filled.

During the next few days, I met a dozen Guardsmen from across the country that I would be deploying with. A few of them

**Chief's Column continued, page 3** \_\_\_\_\_



**The Official  
Newspaper  
of the 127th Wing**

*A proud military organization  
characterized by excellence and  
integrity in the fulfillment of our duties  
to our nation, community and to one  
another.*

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For story or photograph submissions, ideas or comments for the paper, e-mail the Prevailing Wind staff at:

[prevailingwind@miself.ang.af.mil](mailto:prevailingwind@miself.ang.af.mil)

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## Chief's Commentary, cont. \_\_\_\_\_

were on their second or third deployment, while most of us were on our first and knew little about what we would be doing while deployed. The one thing that really stood out to all of us was that we were all coming from Air National Guard units with many different types of missions. We had personnel coming from KC-135, C-130, F-16, A-10, and C-5 Wings. We even had representation from several state's Joint Forces Headquarters, a Combat Readiness Training Center, and a Rescue Wing.

As I in-processed for the deployment, I began to really appreciate the effort the 127th Wing takes to ensure deploying personnel are ready. Some personnel from my group were missing uniform items, Personal Readiness Folder documentation, immunizations, prescription glasses, etc... The personnel at Hurlburt Field had to jump through hoops to take care of things that would have never been an issue if the member and their Wing had been properly prepared.

We caught an AFSOC rotator several days later and stopped in Qatar for the night. Then it was off to Balad Air Base on a C-17 that was delivering several new Stryker combat vehicles to the Army.

Upon landing we were met by our counterparts and taken to an undisclosed camp where we were finally given our "Read-in" and briefed on our mission. My replacement was scheduled for departure on an AFSOC rotator the next night, so we crammed my turn-over briefing into a day and a half and then I was on my own. Fortunately my predecessor had maintained a very thorough continuity binder for me to follow.

Our first reminder of why we were receiving "Hazardous Duty" pay came during our first day on the job, and the reminders arrived daily for the next 10 days. I can't express enough how important it is to pay attention to the SABC, EOR, and CBRNE training at home station. Several of the 40 or so rocket/mortar attacks that we witnessed actually landed in our compound. One would have damaged our vehicle maintenance section and injured or killed one of our life support personnel who was walking by at the time, but fortunately it was a dud.

As I got out and about and visited my counterparts in the different sections that I coordinated with, I was continually impressed with the professionalism they displayed each day. Even though we were all

working a minimum of 12 hours every day while deployed, I never heard anyone complain about it. There was no doubt in anyone's mind that we were all focused on prosecuting our portion of the war as a team, and we were there to win.

The deployed living conditions were first rate. The Joint Task Force personnel really made sure that their personnel were taken care of properly. We couldn't complain about having our own rooms, AFN television, and restroom/shower facilities. There were always on-going projects to improve the quality of deployed life for all assigned military and civilian personnel.

As we all got into our daily routines, the time seemed to pass faster and faster each day. Before we all knew it, we had been there over a month. I guess one advantage to not having days off, is that you tend to just focus on the mission instead of the day of the week. We called it the "Ground Hog Day" syndrome. Those of you who have been there and have seen the movie will be able to relate.

When it came time to re-deploy back home, most of us had mixed emotions. While we were ready to get back to our families, friends, and the things we take for granted at home, we knew we would miss the mission and camaraderie that we had shared while deployed.

As those of us departing made our way back to Hurlburt Field, we had a chance to really reflect on what we had been part of and the history we had help make. We came from many different types of units and missions from across the nation, quickly melded together form a fully functional combat unit, provided more combat capability than we were tasked, and proved once again that the Air National Guard is a relevant player in the combat arena.

In closing I can say the success of my recent deployment can be directly attributed to both my preparedness and having a well oiled mobility machine that functioned properly. While I did my part to stay ready, it took many personnel correctly performing their jobs to get me deployed and safely returned back home. I would like to personally thank those of you who helped me deploy. And I encourage all of you to live the Wing motto and always, "Stand Ready."

# Protecting the net

by TSgt. Dan Heaton

127th Public Affairs

Airmen across the 127th Wing and around the world are putting an increased emphasis on information security as the Air Force works to maintain command and control of the Cyberspace domain.

"The computer and information networks are part of the tools that we use in our war fighting mission," said Technical Sgt. James Snyder, network manager at the 127th Communications Squadron at Selfridge Air National Guard Base. "We need to maintain security of our information systems just as we maintain security over our aircraft and weapons systems."

While a memory stick from home may not seem like a dangerous weapon, the Air Force's senior leadership is clearly putting a priority on ensuring an American victory in cyberspace.

"Our enemies are attacking our network, the same network (people) use to send e-mails, share documents and access the Internet," Gen. Stephen R. Lorenz, Air Education and Training Command commander, wrote in a December commentary. "They are using stealth and surprise to insert malicious code into our network in order to gain intelligence. What is our enemy's intention? We don't know, but it's not friendly."

To ensure that cyber security is maintained, the Air Force and 127th Wing have implemented strict controls on the use of various types of flash memory drives, social media web sites, e-mail and related items and operations.

"Bringing in things from home on a memory stick, you just don't know what you could be introducing into the network -- something could come in from the outside and provide a hole into our network," he said, explaining the reason that such equipment has been strictly limited.

According to Snyder, the Wing has hundreds of computer work stations located in dozens of locations around Selfridge. With so many computers in operation, it is imperative that the base's personnel follow the appropriate security procedures to maintain information security.

Snyder said the Information Protection training program, which all personnel are required to take on an annual basis, provides the foundation for all computer security.

"It addresses the computer operations that most people deal

with on a daily basis," he said. "If you follow the steps in that training, you're going to help tighten our security."

Air Force Cyber Command recently issued these guidelines to further ensure information security is maintained:

Cyber Threats:

- Social networking sites such as MySpace and Facebook can contain malicious content and where personal information is easily gathered

- Phishing emails are legitimate-looking emails used to gain personal information like financial information (i.e., bank accounts, credit cards) or install malicious software on your computer. This code can steal information and/or give others 'remote control' of your computer and all of its data

How to Protect the Mission and Yourself:

- Don't open email attachments or embedded links from people you do not know. Recognize "spoofed" e-mail: designed to look like it's from people you know but is actually malicious. When in doubt, do not open or click

- NEVER post sensitive information or provide it to strangers; safeguard personal, unit, and mission information at all times

- Don't use flash memory devices (USB thumb drives, MP3 players) on DoD computers and follow strict procedures for moving data from one computer to another. USB thumb drives can contain malicious code and install it on other computers without your knowledge

- Keep your home anti-virus up-to-date

Additional Resources include the Cyber Security Training Brief, available on the Air Force Portal.

## AROUND THE AIR FORCE

**Photo Right: MISAWA AIR BASE, Japan --Tech. Sgt. Thomas Parker, 35th Communications Squadron, Information Assurance NCOIC, shows an Airman the proper way to report a suspected computer virus Feb. 04, 2009. One of the biggest threats to local networks is an e-mail scam known as phishing. Phishing is an attempt to acquire sensitive information by fraudulent means such as an e-mail designed to look like a bank or other trustworthy companies. (U.S. Air Force photo by Senior Airman Chad C. Strohmeier)**



## Commander's Commentary, cont.

ment for their AFSC technical skill. It used to be that the magic \$1 million that it takes to make an Air Force pilot put them at the top of the food chain. Pilots have been at the tip of the spear since airplanes were invented, piloted the craft into combat under fire, and claimed the top spots on the leadership tree, some, because they had combat flying time.

I would never disrespect any pilot who has gone through the training. Furthermore, I have great admiration for pilots who have served their country and died in combat piloting the machines that this nation has put in harm's way. I have the utmost respect for our great leaders who happen to be pilots too. But I think there is a new age coming. I see it right around the corner. It's the age of the pilotless air platform. In addition, it is probably not true that creating a pilot is the most expensive endeavor. It may be that some of our own Air Force communications and computers experts have more expensive training.

I believe the technology exists today, to launch an aircraft off, do just about any mission we currently do, and land the airplane safely via remote, and without a pilot on board. Just think of the implications of that previous statement. If you put this article down for just a minute and think about how transformational that is, you will find that your mind starts to wonder about what this Air Force will look like in just 10 or 20 more years. Think about all the AFSCs that will be affected or eliminated when this transformation becomes a reality. There are a lot of AFSCs that exist solely to get that human pilot ready to fly. In this day of downsizing, PBD 720, AFSO21, BRAC, realignment, rightsizing, penny-pinching, cost-cutting, etc. it's not a far stretch to think that some bright person on the staff is going to start putting more money into pilotless airframe research and development in the near future.

As an example of how far we have come in technology, consider this: Only 14 years ago I started flying the C-130 at Little Rock AFB, Arkansas. At the time the C-130 did not have Inertial Navigation and we flew from the States to Europe and the Pacific via celestial navigation, i.e. navigating by finding our position on the planet via planets and stars. There was only one crew member trained to do "cel nav" and that was the Navigator. He was always your best friend when the British coastline came into view over the horizon. In about 1992, there was a modification done to the C-130 fleet that included what we now know as Inertial Navigation. The INU, which in most airplanes became dual INU, became a trusted piece of equipment that seldom failed. For a long time, we kept the Sextant (used for cel nav) on board the airplane because we "just can't trust that box". Following the acceptance of the INU as a reliable instrument for navigation, the fate of the Navigator was inevitable. Replaced by the box, the navigator soon became an easy target for elimination, and that is exactly what happened with the introduction C-130J in which there was no provision for the Navigator. So, following that same train of thought, why would anyone not think that "the box" could someday be flown without a pilot?

This begs a very important question, "Who will be considered for senior Air Force leadership mentoring when there are no longer any pilots?" I would like to make a suggestion. I would

suggest that the future leaders who should be considered for mentoring are the Logistics and Space Command Officers. Long after there are no more pilots there will still be maintenance to be done on the weapons delivery platforms and there will still be a need to move men and materials. In addition, the battle will be fought in cyber space and outer space, very much out of the reach of our current battle space. I think it is inevitable that we will start to see more vice wing and wing commanders who don't have pilot wings on their chests.

As I sat in the conference and I looked around, I saw a lot of officers who weren't wearing pilot wings. In the same glance, I saw a lot of officers who were a whole lot smarter than me. Wearing pilot wings on my BDUs has been a source of pride for me but I have been very mindful of my position as a maintenance officer. While I realize I have often been the recipient of the benefit of the doubt because I wear pilot wings, I am in awe at some of the brilliant minds that were in that room at the conference. Wearing pilot wings doesn't make me smarter than a lot of those officers.

Wearing pilot wings doesn't make me a more capable leader. Wearing pilot wings means that I have a technical skill that allows me to pilot an airplane. Like navigators, what will become of the pilots who cling to their technical skill when there are no longer any piloted airplanes?

I know a lot of you have heard the expression lately that the Grandmother of the last KC-135 pilot has yet to be born, because the Air Force has the intention of "flying" the KC-135 into the year 2040. I say it doesn't matter. The chance of having piloted airframes in 2040 is not likely. I think the Air Force's future pilots have already been born. They are sitting in your living room playing Play Station 3.

Tying this in to the earlier discussion on the restructure of Operations and Maintenance is not hard to understand. There may be some short term benefit to a few select pilots if they are seasoned by exposing them to the maintenance side of the operation. Making them responsible for the production of the sorties will definitely force them to pay attention to things like health of the fleet and the personnel issues that come with the health and well being of the enlisted force. There will also be some short term benefit in training like we fight. Right now, in the AOR, we put the "flight line" maintenance under an operations squadron commander. It doesn't have to be like that, but, for now, that is how we operate. I understand the CSAF direction. I am not advocating we don't do our best to implement the change if it comes our way. We always do a brilliant job of making the best of any change. My intent is not to second-guess our past senior Air Force leadership. I know they have a tremendous challenge in trying to do more with less. I am sure they are surrounded by the very best and brightest advisors this country has to offer. I just want some assurance that my leadership is looking long term at mentoring opportunities for a wide variety of promising officers, not just a select few who happen to be able to pilot an airplane.

# Revised 'Little Brown Book' now available

by Staff Sgt. J.G. Buzanowski

Secretary of the Air Force Public Affairs

Air Force officials here recently revised Air Force instruction 36-2618, The Enlisted Force Structure, also known as "The Little Brown Book," and the electronic version is available now with hardcopies expected to be available in May.

The guide has long been a staple of establishing expectations and standards for enlisted Airmen.

The last version was published in December 2004, so several changes and updates were needed, said Joseph M. McDade Jr., the director of force development.

"The guide spells out the baseline standards for every enlisted Airman, from E-1 to E-9, so everyone understands what is expected of them," Mr. McDade said. "It also defines special senior noncommissioned officer positions and standardizes enlisted duty titles."

Among the changes to the book is a table of contents, the addition of the Airmen's Creed and an introduction to the Air Force institutional competencies.

"The institutional competencies are capabilities expected of all Airmen, enlisted, officers and civilians with varying levels of proficiency based on rank and position," Mr. McDade explained. "They, along with our core values, form the framework for force development in the Air Force."

The institutional competencies are:

- Employing military capabilities
- Enterprise perspective
- Embodying Air Force culture
- Leading people
- Managing organizations and resources
- Strategic thinking
- Fostering collaborative relationships
- Communicating

These eight competencies further break down into 24 sub-competencies so they can be better understood and applied to life

in the Air Force. For example, "Communicating" is about the importance of speaking well and good writing skills, but also covers "active listening" as a method to improving discussions and mentoring as well as settling disputes, Mr. McDade said.

Another important change has been in naming the three enlisted tiers. E-1s through E-4s are now in the "Junior Enlisted Airman" tier.

"It was previously called the 'Airman' tier, which is a bit misleading, because every civilian, enlisted and officer in the Air Force is an Airman," said Chief Master Sergeant of the Air Force Rodney J. McKinley, who contributed heavily to the redesign.

"The book focuses more on leadership and development," the chief said. "We've better defined what it means to have tactical expertise, operational competence and strategic vision.

"As I travel the Air Force, I see this book in constant use," Chief McKinley said. "Our Airmen refer to this book often, and many of them keep this book within arms reach for quick reference."

The revised AFI also tackles government computer use, substance abuse, post-combat stress and concepts related to Air Force Smart Operations for the 21st century.

The Little Brown Book will be part of the curriculum in professional military education courses and introduced to new Airmen as they arrive for Basic Military Training.

"This AFI is the values statement for enlisted Airmen -- it's critical in enlisted force development and ensuring responsibilities and expectations are clearly defined," Mr. McDade said. "If it's in a book small enough to fit in your pocket or sit on your desk, it's easily and handily available. If you're enlisted, it's important to know what people expect from you; for officers and civilians, it's crucial to know what enlisted Airmen are capable of achieving. It's all in the book."

The Little Brown Book is available on the Air Force Portal through "MyEDP"-- My Enlisted Development Plan -- or through the Air Force Publications site: <http://www.e-publishing.af.mil/> by entering 36-2618 in the search bar.

## Honoring a Hero

Young Hero awardee Ashlee Drouillard, 13, shakes hands with Brig. Gen. Michael L. Peplinski, 127th Wing commander, at her Young Hero award ceremony on Mar. 15 at Selfridge Air National Guard Base.

"I didn't realize how many people cared," said Drouillard, who has been fighting Synovial Sarcoma, a rare tissue cancer, since 2007. In addition to being honored by the Airmen of the 127th Wing for her courage and strength, Drouillard received a medal, a commander's coin, blue camouflage t-shirt with her last name on the back and a baseball cap.

The Young Hero program seeks to bolster the hope and courage of families, friends, and the young victims of life-threatening illnesses and injuries. For more information, log on to [www.michigan.gov/dmva](http://www.michigan.gov/dmva) and click on the Community and Youth Programs link.



photo by MSgt. Clancey Pence, 127th Public Affairs

## Promotions

### Senior Airman

David M. Clifford 127, MXS  
David A. Crocker 127, SFS  
Cecil M. Manning 127, AMX  
Michael R. Preston 127, WG

### Staff Sergeant

Michael J. Brillon 127, LRS  
Cana G. Garison 127, LRS  
Ryan M. Lauhoff 127, SFS  
Brad T. Shinn 127, SFS  
Sarah Sienkiewicz 127, SFS  
Mattwe N. Quintano 127, MXS  
Jachuelin Woolfolk 127, SVF

### Technical Sergeant

Matthew Alexander 127, CS  
Steven C. Hendricks 127, SFS  
Kinya A. Lee 127, MDG

### Master Sergeant

Dawn M. Porter 127, SVF

### Senior Master Sergeant

Hillary E. Vogel 127, MDG

## Retirements

MSgt. Mario Cabanting 127 MSG  
SMSgt. Patricia Collins 127, LRS  
SSgt. Jeffrey Fleming 127, MXS  
SSgt. Daniel C. Gonzales, 127 MXS  
CMSgt. Joseph Orlandino, 127 MSG  
SMSgt. Alan Parks 127, HQ  
TSgt. Jeffrey Struble, 127 LRS  
MSgt. Christopher Voyce 127, MXS

## Newcomers

MSgt. Christopher D. Asselon  
SSgt. Lacy Brenner  
SSgt. Nathan A. Brown  
SrA Wand Copeland  
SrA Kenneth Choate  
SSgt. Thomas A. Curst  
A1C Alex D. Goulette  
SSgt. Daniel A. Grafelle  
SrA Shawn P. Hoover  
SrA SSgt Clifford Jackson  
SrA Bobbie Jones  
SSgt. Thomas F. Lurst  
SrA Jeffrey D. Miller  
TSgt. Scott R. Murphy  
A1C Michelle Palmer  
MSgt. Bryon Thornton  
Chris Yurgen  
Jeremy Brown  
Jennifer Davis  
Richard Fulk  
Brandie Nosakawski

# Briefly...

### **127th Wing Ball Information**

Tickets are STILL available for the 127th Wing Ball. The annual event takes place on Saturday, Apr. 4, at 6 p.m. Tickets are \$25, which covers cost of the meal, valet parking and open bar.

This year the ball will be held at The Palazzo Grande at 25 Mile and VanDyke in Shelby Township.

Uniform is mandatory for military members. Enlisted airmen can wear semi-formal uniform (service dress, but with a plain white collared shirt in place of the blue shirt, no name tag on the coat, and no hat) or mess dress. Officers must wear mess dress uniform.

### **BAH Recertification!**

The Pay Entitlements Office needs to have every Military member in the 127 Wing recertify Basic Allowance for Quarters (BAQ).

February drill schedule: the following units' personnel need to recertify their BAQ during Feb UTA: Wing HQs, Medical Group, 107th Fighter Squadron, 127th Operations Group, 127th Operations Support Flight. AF Form 594 must be completed and is available on

the e-Publishing.af.mil website.

Joint Federal Travel Regulation (JFTR), Chapter 10, U10100 Par D, reads - "Effective 20 April 1999, after initial certification, a Reserve Component member must recertify dependency status at least every third year from the previous certification or upon a dependency status change." 2009 is the 3rd year mark for the 127th Wing. JFTR, Chapter 10, U10100 Par C, reads - "If a member fails to provide the certification in a timely manner, the housing allowance on behalf of the dependents is stopped at the end of the month in which the certification is due." However, our office will allow 30 extra days to have this requirement completed.

Each member is required to complete the AF Form 594 (Application and Authorization to Start, Stop or Change Basic Allowance for Quarters (BAQ) or Dependency Redetermination). Failure to do this will result in the termination of your BAH on behalf of dependents. Supporting documentation (i.e. marriage certificate, divorce decree or birth certificate) may be required. The FM office will contact each member who will need to provide supporting documentation after the AF 594 is submitted to our

office.

If your BAH entitlement is stopped it will then be started effective the date of receipt of AF Form 594 and will not be retroactive. Exceptions to this policy will be for deployments or formal schools. These will be approved on a case by case basis.

### **Selfridge Air Show**

The Selfridge Air Show will be held on August 22 and 23 with the USAF Thunderbirds headlining the show. For more information, log on to [www.selfridgeairshow.org](http://www.selfridgeairshow.org).

### **Base Visual Information/Multimedia Moves to Bldg 303**

The base visual information/multimedia office will be moving to co-locate with its public affairs partners April 6-8. During this time there will be limited services available from multimedia. The new location will be the second floor of building 303, west wing. Phone numbers to both public affairs and multimedia will remain the same.

# WARRIOR DREAMS? LET'S MAKE THEM A REALITY



- ★ Enlisted Vacancies:
  - 2A3X3 - A10 Crew Chief
  - 2A5X1 - KC 135 Crew Chief
  - 2A6X1 - Engine Mechanic
  - 2A6X2 - AGE
  - 2A6X3 - Aircrew Egress
  - 2A7X1 - Acft Metals Tech
  - 2A7X3 - Acft Structural Maint
  - 2W0X1 - Munitions Systems
  - 2W1X1 - Armaments
  - 3E4X1 - Utility Systems
  - 1P051 - Air Crew Flight Equip
  - 1N0x1 - Intel Specialist

- ★ Officer Vacancies:
  - 011FX - A-10 Pilot
  - 011F3 - Mobility Pilot
  - 038F3 - Personnel (MEO)
  - 021A3 - Acft MXS
  - 011M3F - Mobility Pilot
  - 045B3 - Orthopedic Surgeon
  - 014N - Intel Officer
  - 045A3 - Anesthesiologist
  - 045S3 - Surgeon
  - 042G3 - Physician Assistant

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**REAL HEROES**  
**REAL WARRIORS**

[usajobs.gov/selfridge](http://usajobs.gov/selfridge)

800 - 645 - 9420

[127wg.ang.af.mil/careers](http://127wg.ang.af.mil/careers)

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**Michigan Air National Guard**