



The Official Newsletter Of The Aircraft Armament Chiefs Association (AACCA)

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AACAnewsletter@gmail.com

ISSUE #7

Editor's Comments

Finally, Issue #7 of OUR Official Newsletter! Sorry it has taken me sooooo long to get out this newsletter! Thanks to everyone that sent in articles, links, etc.

In this newsletter we welcome the new Career Field Manager and highlight some outstanding accomplishments of our young troops. We also get a history lesson and get to read about a unique opportunity to "train" some officers how to be loaders. We are also treated to story about old friends.

I hope you enjoy this edition of the newsletter! As always, I appreciate inputs anytime. I'll try not to make a habit of putting out an ANNUAL newsletter.

I would like to take a moment to thank the members of the AACCA for your kind thoughts and generous donation to Disabled American Veterans in memory of my Dad, who passed away suddenly just after Christmas. It meant a lot to me, my mom, and the rest of our family.

My Dad was a wonderful husband to my Mom for 63 years, a remarkable father of four, a grandfather to ten, and a great grandfather to eighteen.

My Dad was a man of honor, integrity, and duty. He was humble and respectful of everyone. To our family, friends, community, church, and business acquaintances, my Dad was a farmer, truck driver, carpenter, mechanic, engineer, singer, teacher, Lion, and humanitarian. But most of all he was my DAD and I miss him very much.

Take it from me; cherish the time you spend with your loved ones. You never know when they may be taken from you.

Keith



From Chief Rick Barbee

It gives me great pleasure to announce that Chief Jason Davis has been selected as the next 2W1 Career Field Manager.

AF/DPE (Chief's Group) requested nominations from all MAJCOMs to fill the 2W1 Career Field Manager vacancy. Nominees were provided to AF/A4LW for review. CMSgt Jason Davis (current Command 2W1 Functional Manager HQ USAFE-AFAFRICA/A4MS and former Creech AFB, Wing Weapons Manager) was selected as the most qualified nominee. His multiple MAJCOM staff and field-level experience provides a breadth of expertise that will make him successful in this position.

Please take a moment to congratulate him on this career achievement.

Congratulations Jason!!!

CMSgt Rick Barbee
2W1 Career Field Manager

From Chief Jason Davis

Loaders,

Thanks for all of the kind words in the stacks of emails. I did get a few that said something like "they hired you to do what," Lol!

Seriously, I am truly honored to be selected for this position and I will give it 100% for as long as I'm in that seat. I have some big shoes to fill as Rick Barbee has done an outstanding job over the past few years. One thing that Rick has displayed is teamwork,

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what we are taught from day one in Weapons. He has always welcomed feedback/discussion when making decisions for the loaders and has made them with the best interest of the community in mind, and I plan to do the same. Thanks Rick for what you have done and continue to do...but don't stop working till June!!

Thanks again everyone! Looking forward to the challenges ahead.

Jason

JASON R. DAVIS, CMSGT, USAF
 Command 2W1 Functional Manager
 HQ USAFE-AFAFRICA/A4MS

A little "Chief Trivia," courtesy of Jeff Hamburg:

Note: Jeff submitted this to celebrate the 55th anniversary of the rank of Chief Master Sergeant which was in 2014. If your editor would have been on his toes, this would have been in a newsletter last year!

The History of the Air Force Chief Master Sergeant



To those on active duty today, the rank of Chief Master Sergeant is viewed as something that has always been there. Not so for members of the "brown shoe" Air Force.

The first promotions to CMSgt were effected 1 December 1959 when 620 men were elevated to that rank. The 55 years that have passed by since have dimmed our memories of the events and reasons for those first promotions. Many of the Chiefs on active duty today were not even born when these promotions took place.

The rank of Chief Master Sergeant and Senior Master Sergeant were created by Congress as a part of the Career

Compensation Act of 1958 and are a direct by product of the explosion in technology that took place during and immediately following World War II. These ranks did not exist prior to 1958 when Master Sergeant (E-7) was the highest enlisted rank.

To understand why these super grades were needed, one must understand the legacy of World War II. America was committed to bringing that horrible war to an early conclusion and threw its mighty industrial and research capabilities into that task. Our scientists and engineers worked tirelessly to invent, develop, and perfect the weapons and support equipment necessary to bring the war to an early conclusion. They created new technology and sophisticated weapons beyond belief. As these new weapons, such as the atomic bomb, jet aircraft, missiles, electronics, radar systems, etc., came on board, the services found a need for enlisted men with advanced technical and military qualifications who were capable of assuming broad responsibilities and authority, just below the commissioned level.

Since there was no enlisted grade above Master Sergeant (E-7), the services found themselves with a situation referred to as grade suppression. This term is not in the dictionary. It is one of those famous military terms coined to describe an existing situation, a situation where a Master Sergeant supervised one or more other Master Sergeants.

By 1954, NCO Academies began to appear on the scene to provide the advanced management and leadership training for Master Sergeants in positions calling for the advanced training and qualifications. Master Sergeants with the higher capabilities gravitated to these positions, most of which were later changed on the manning documents to E-8 and E-9.

Congress created the super grades as a part of the Career Compensation Act of 1958 to relieve the grade suppression by enabling the services to promote above E-7. The basis of the law provided that each service could promote 2% of its enlisted force to E-8 and 1% to E-9. The basic law required that an E-7 must have a minimum



of 8 years enlisted service to be promoted to E-8 and an E-8 must have 10 years enlisted service to be promoted to E-9. The Air Force opted to require a minimum of 10 years of service to be promoted to E-8 and 11 years for E-9.

The percentage that could be promoted to these new super grades was applied to the total enlisted strength. Each slot calling for the higher grade came from an existing E-7 manning document slot. They were not "in addition to" and the initial promotions did not create vacancies for lower ranks.

The percentage that could be promoted to these new super grades was applied to the total enlisted strength; however, it was obvious that some career fields did not need as many of the super grades as others. The Air Force performed an extensive study to determine where the super grades could be most effectively utilized, categorizing all career fields as Highly Technical, Technical, or Non-Technical. Since the need for the new super grades was greatest in the Highly Technical career fields, a higher percentage of slots were allocated to these areas. For example, an Aircraft Maintenance Supervisor was classified as being in a Highly Technical career field. As a result, more of the super grade slots were given to the Aircraft Maintenance career field.

The first Air Force promotions to Senior Master Sergeant were effected 1 September 1958 and another group was selected and advanced on 1 March 1960. Quotas, for the first time in Air Force history, were allocated by specific AFSC and selection boards were held at command level. Prior to this, promotion boards were normally held at base level and all airmen recommended for promotion to a specific grade were lumped together. The boards looked at cooks and bakers and candle stick makers together and lined them up in promotion order. These lists were subjected to an "AFSC cleansing" when promotion quotas and frozen lists came down from higher headquarters. When the frozen list was applied, the 8th man on the list might become the 1st man and promoted, the first 7 having been frozen out. Rather primitive when compared to systems in use today

but they didn't have the sophisticated equipment of today to work with.

The Air Force promotions to Chief Master Sergeant were effected 1 December 1959. Command boards selected about 1700 for advancement from those promoted to E-8 in September 1958 and March 1959, however, only about 620 actually assumed the higher rank on 1 December 1959. The promotion of the remainder was withheld until 1 June 1960 due to budgetary reasons. There were no line numbers at that time and all advanced as a group.

As with the promotions to E-8, all promotion quotas were by AFSC and selection and advancement could be in either the primary or secondary AFSC.

Prior to these promotions to E-8 and E-9, the Air Force had started to phase out their Warrant Officer Program, the last warrants having been appointed about 1955. Many of the new Chief Master Sergeants assumed duties formerly performed by Warrant Officers. Many old timers still believe that the Chief and Senior grades were authorized to replace the Warrant Program but such is not the case. The Air Force had already eliminated the Flying Sergeants and Flight Officers and was not eliminating the Warrant Officers. The Army, Marine Corps and Navy retained their Warrant Programs and continue to use them with great effectiveness today.

The pay rates in effect at that time made these new Chiefs the highest paid enlisted men in history. Top base pay for a Chief with the maximum longevity was \$440.00 plus \$30.00 for rations and \$120.00 for quarters. Imagine, almost \$600.00 a month. Today, an Airman Basic enters the service with base pay higher than the combined pay of the most senior Chief Master Sergeant in 1959.

On December 1, 1959 Chief Master Sergeant became one of the most elite rank groups in the Air Force similar to that of General Officers. Those promoted to Chief Master Sergeant in the first increment can be justly proud of their achievement. They are our "Charter Chiefs or



Founding Fathers." To the knowledge of this author, all served with honor and distinction leaving a legacy worthy of emulation.

Their pride, however, should not be such to overshadow the fact that others equally or nearly equally qualified could not advance with the first group and had to wait a year or two for their promotions. Our place in history and windows of opportunity, things over which we have on control, shape and govern much of what happens in our lives. The Charter Chiefs were simply at the right place at the right time. Every man or woman promoted to Chief Master Sergeant has every right and should feel just as proud of their accomplishment as the Charter Chiefs.



Quotable Quotes

“It is probable that future war will be conducted by a special class, the air force, as it was by the armored Knights of the Middle Ages.”

— *Brigadier General William 'Billy' Mitchell, 'Winged Defense,' 1924.*

“That idea is so damned nonsensical and impossible that I'm willing to stand on the bridge of a battleship while that nitwit tries to hit it from the air.”

Newton D. Baker, U.S. Secretary of War, regards Billy Mitchell's idea of airplanes sinking a battleship. In July 1921 Mitchell got his experiment and sunk the captured German battleship Ostfreisland. Newton was not on the bridge. 1921.

AACA Recognition Program



AACA Top Graduate Recognition Program --- Annual Award Winners

Mike Cannon

Earlier this year, our School House Chief, CMSgt Ray Lapham, 363rd TRS Superintendent, came up with a great idea to recognize Armament 3-Level Top Graduates. In just a few short months, our AACA has helped Chief Lapham implement this program that recognizes Top Graduates with our AACA recognition coin and a certificate of recognition. Chief (retired) Jeff Hamburg made a generous donation that funded the purchase of 100 coins at no cost to the AACA. Chief (retired) Evan Godwin was able to quick-turn the purchase and delivery of the coins to Chief Lapham . The Top Graduate Recognition Program, sponsored by our AACA, is up and running. Chief Lapham personally presents the coin and certificate to each Top Graduate on behalf of the AACA. Thanks again to Ray, Jeff, Evan and the BoD for supporting this program. Here is a list of the recent Top Graduates that our AACA has recognized:



CMSgt Ray Lapham, presents the first Top Graduate Coin to A1C Michael Ryan on 19 November 2014. A1C Ryan is a B-1 Loader from Ft Atkinson, Wisconsin and is headed to Ellsworth AFB, South Dakota.



CMSgt Ray Lapham, presents the first Top Graduate Coin to A1C Grant Furry on 18 December 2014. A1C Furry is from Centennial, Colorado and is headed to RAF Lakenheath.



CMSgt Ray Lapham, presents the first Top Graduate Coin to A1C Myla Lewis-Harper on 11 December 2014. A1C Lewis-Harper is a 2W1 from Detroit, Michigan and is headed to the 187th FW in Montgomery, Alabama.



CMSgt Ray Lapham, presents the first Top Graduate Coin to AB Anthony Gonzalez. AB Gonzalez is an F-16 graduate from Miami, FL and is headed to Homestead ARB, FL. AB Gonzalez graduated with a 98% GPA.

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CMSgt Ray Lapham, presents the first Top Graduate Coin to A1C Sean Riggs. A1C Riggs is an F-16 graduate from Denver, CO and is headed to Buckley AFB, CO. A1C Riggs graduated with a 99.6% GPA.



CMSgt Ray Lapham, presents the first Top Graduate Coin to A1C Tyler Dumesnil. A1C Dumesnil an F-22 graduate from Tampa, Florida and is headed to Tyndall AFB. A1C Dumesnil graduated with a 98% GPA.



CMSgt Ray Lapham, presents the first Top Graduate Coin to AB Thomas M. Grise. AB Grise is an F-16 graduate from Louisville, Kentucky and is headed to Nellis AFB. AB Grise graduated with a 98% GPA.

**THERE IS NO
SUBSTITUTE
FOR HARD WORK**

Thomas Edison

Quotable Quotes

"The object of war is not to die for your country, but to make the other bastard die for his."

General George S. Patton



AACA Recognition Program --- Remaining Annual Award Winners

Mike Cannon

The last AACA Newsletter had an article about the ACC, AFMC, PACAF and USAFE Annual 2W1 Award Winners. Here are the Annual 2W1 Award Winners from AGGSC and the Air Force Level, and a summary of the accomplishments of each of the winners:

AFGSC Outstanding Armament Professional of the Year award winners.

Technician of the Year: SrA Caleb Y. Nolan, Weapons Load Crew Member, 2nd Aircraft Maintenance Squadron/MXACW, Barksdale AFB, LA.

SrA Nolan was handpicked as the only 2nd BW SrA Load Team Chief, completing a 6-week I-Cert in 3.5 weeks. He loaded 145 munitions for B52 pilot training to raise pilot certs by 38%. He earned an amazing 100% pass rate on 96 proficiency load evaluations and on all QA evaluations. SrA Nolan trained 12 airmen on yoke assemblies and 6 airman on acft PWA rigging to raise section qual rate by 23%. He built 19 new Weapons CTKs that standardized the Bomb Wing's 750K CTK fleet. SrA Nolan troubleshot a pylon jettison system and an intermittent D-2 switch, returning both systems/acft to to FMC in less than 2 hours. He crushed the 12-hour fix rate by isolating a recessed pin on one nuclear anomaly. SrA Nolan was a consistent superior performer in multiple exercises, culminating in an Outstanding NORI rating.

Supervisor of the Year: SSgt Brian J. Dunn, Weapons Load Crew Chief, 2nd Aircraft Maintenance Squadron/MXACW, Barksdale AFB, LA

SSgt Dunn loaded 2 acft/40 missiles during 2013 NORI, instrumental in the 1st AFGSC Outstanding rating. He deployed to USPACOM AOR, uploaded 1.1M lbs of explosives/200+ bomb rack after fire inspections/ 99.1% release rate, key to AFGSC Daedalian Award. SSgt Dunn completed 33 load evaluations with a 100% pass rate. He conducted yoke installation and age inspection training, qualifying 31 technicians and raising section qual rate by 15%. SSgt Dunn prep'd an aircraft for a rare B83 training drop. He was the WSS Shift Lead, maintaining 100% scheduling effectiveness while also conducting 11 flightline load evaluations. SSgt Dunn manages a \$750K munitions account that warranted Zero Defects during the 2BW DNSI.

Manager of the Year: SMSgt Donald J. DeLeo, Jr, Armament Systems Flight Chief, 2nd Munitions Squadron/MXWR, Barksdale AFB, LA .

SMSgt DeLeo honed his Flight for the DNSI, ensuring Zero Defects/top rating for the Wing. He readied the 307th suspension equipment, keyed a flawless INSI technical operation, for the first ever AFRC unit certification. SMSgt DeLeo orchestrated delivery of 576 flares/12 yoke sets ISO 100% aircraft generation to earn 1st-ever AFGSC Outstanding NORI rating. SMSgt DeLeo led a successful JASSM mini-gen for 8AF Proof of Concept. He drove his flight to 1.5K tasks directly supporting Wing's 2.5K weapons/99%release rate/5.9K flying hours. SMSgt DeLeo drove repair of 57 AWIP cables to avert \$145K replacement costs and organized a yoke drive unit sustainment program visit to ensure \$3.4M

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contract/projected \$250M saving. He liaised with Boeing engineers to organize a no-notice breakout of GBU-31v3s that cleared the way for CRL redesign. He consolidated the IPI List that eliminated 11 redundant procedures. SMSgt DeLeo excelled as Squadron Superintendent for 4 months, leading 5 flights/360 personnel.

USAF Lieutenant General Leo Marquez Award

Technician Category: SSgt Justin E. Bergen, Armament Systems Team Supervisor, 28 MUNS/MXWR, Ellsworth AFB , SD.

SSgt Bergen is an Armament Systems Team Supervisor, leading 15 Airmen while overseeing scheduled/unscheduled maintenance on 850 pieces of B-1 equipment worth \$470M. He spearheaded over 1.4K maintenance actions for 100% QA pass rate/27 evaluations.

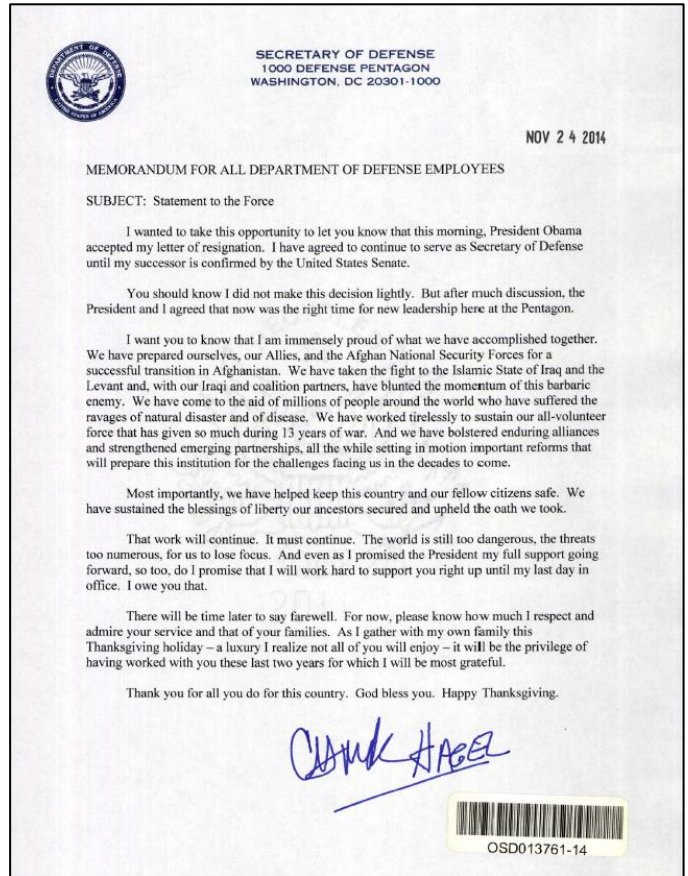


Lt General Leo Marquez

SSgt Bergen is a top award winner: 28thBW Mx Professional of the Year, ACC Quarterly Armament Supervisor, 2013 28th MUNS Lance Sijan Award, 28th MXG QA Honor Roll, and 379th AEW Quarterly Supervisor. He directed 47 FOL AME inspections that enabled 9.5K combat hours/759 ATOs---188 targets eliminated/44 EKIA. SSgt Bergen deployed ISO OEF supervising 5 airmen on 1.7K tasks/14K man-hours, 347 bombs on target/100% release rate. He led 11 JASSM launcher acceptance inspection, verified reliability of \$49M assets--AOR standoff capabilities up by 38%. SSgt Bergen ran 426 chaff/flare ECM inspections with zero equipment delays--614 mission/338 bombs on target.

Submitted by Mike Cannon

Mike commented that not a lot of our members get to see something like this from one of our DoD leaders.



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Visiting With Old Friends!

From Jeff Hamburg

Over the Christmas Holidays, Linda and I decided to run down to my Sisters place in Key Largo for a few days, it is a easy 618 mile drive and what better place than the Florida Keys this time of the year - lows are in the 60's highs in the 80's and my brother-in-laws boat to do some fishing! We did our Christmas with the kids here in GA on the 24th and headed South, heavy rain, holiday traffic on the turnpike was enough reason to stop early around Orlando and get a hotel. Great night's sleep and on the road bright and early - well, at least looking to get back on the turnpike - the female voice on our GPS was not agreeing with my exceptional navigational skills, nor was my wife - the next sign I saw, said HWY 27 South (no one's opinion in the car) so we took it and headed South. The GPS has a "mute switch" one less opinion in the car!!!

Anyhow, we are heading South and I see a road sign; Avon Park 29 miles - WOW, I went to Tech School in 1979, was Stationed at Eglin 1980, and Elmendorf 91-95 with a guy named Jim Carroll from Avon Park FL! I wondered out loud if maybe just by chance he and his family were in the area?

Linda using her phone on Anywho.com came up with a couple phone numbers that didn't work for Jim or his wife. Avon Park 10 miles; there was an address, so let's just see how far off the main road it

is? With the GPS "mute" off and an extra means of directions, we found it to be only 4 miles!

Lets drive by - we did, maybe just by chance one of them would be in the yard!! The dogs barked as we approached the gate, no one was outside, "Bummer" Jim and I had worked together and at Elmendorf we lived in the "C" house, they lived in "A", our kids played, Jim flew with me (Dick Vancil was along) we fished and kill ever so many cold beers over the years! It being Christmas Day and shortly after 9am, I was reminded that not everyone may be up just because I am...

As I started to back away from the gate, three little girls came running out of the house to the gate! I got out to see if it was the right house for the Carroll's? In a few seconds it was confirmed - and they opened the gate, January 1995 I had watched them pull their camper out of our Alaska Fig Street base housing complex and had not seen them since - they may not recognize me, (Linda ages much better than me) and sure enough Sylvia knew Linda right away - my grey beard and a couple pounds threw her off. Jim was in the back, I was anxious to see my old buddy - we had some great times dating back over 35 years!!

Seeing their daughter and her kids, this was great, their hellion 6 year old boy is now a 6 foot mound of muscle gentleman!! Jim came out of the office and other than the effects of recovering from falling through a 16ft ladder, breaking some ribs one of which a few days later puncher a lung and within a



few hours both lungs collapsed forcing a 30 day ICU visit, my old buddy looked great!!

Man it was so good to see him and hear his familiar voice - when I met him at Lowry, he talked funny, I knew he was not from South Dakota and the way he acted I also knew he did not grow up on a pig farm. He and most others knew I was not from Florida nor had I been off the farm very long!! However, it was the start of a great friendship!

With a full bearded SSgt instructor at Lowry (Roy Case) teaching the first F-15 class with full access to the training jet, in no time we had started a new 462 family of friends! (Ike Moore was in the class too). Roy had lots of stories and kept the class very interesting and grew our hunger to take on the challenges of putting missiles up and bombs down - all of us baby bomb loaders were ready to lock and load - luck would have it both Jim and I got orders to Eglin, he on the flightline, I was in the Arm Shop! (Larry Smith was my boss, others: Ted Pate, Dave Trowbridge, Chopper Bob MaChullagh, Rusty Robertson, Jay Harris, Paul Binford, Stony and Chris Taylor, Mike Mizel, BJ Odom, Roger Grimal, MSgt Adamson, Doc Holiday, Frank Barkosie, Paul Oberg, was our MD tech rep, Chief Paul Killian was our WWM to name a few Arm Shop guys in 1980). Enough with the old 462's.

After a short "YGTBSM" review of the last 19 years and 11 months since we had last talked, Jim says, "I got to tell you, being a 462 for 17 years (he took an early out), I really miss the closeness of that

family"! He went on to mention briefly the times on F-15A and C's at Eglin, F-111 at Upper Heyford, F-15's at McDill, 111's again at Heyford, and F-15E's at Elmendorf - the key to all of it was the great group of folks he has the pleasure of working with and ever so many that have fallen off the scope as we get so wrapped up in our daily lives now. It wasn't the ICT's, quick turns, TDY's, chem gear, QE, QA, Gun Smokes, William Tell, Saber Sprits 35-10, 66-5, 66-1, 33-1-2 things that stuck out in our conversation, it was and always is the people!

Jim is back to work as the Operations Managers for Sebring Gas Systems, providing Natural Gas to much of central Florida. Getting stronger everyday as it has been almost 10 months from his accident.

In almost the blink of an eye, close to an hour had passed and both of us were still standing visiting about old 462 stuff and some crazy things that happened over the years. Wanting to try to make it to the Keys early afternoon, we had to go, Linda and Sylvia were busy catching up, we exchanged current phone numbers, Jim and I took a picture, he gave me one of the company hats as the entire family walked us to the car and out the gate! They mentioned that we were the only ones that had stopped to see them since they moved to Avon Park, and I sure didn't want to mention or even think about at his point, had any of the three navigational sources (Myself, GPS and Linda) worked we would have taken the turnpike and pressed on with our busy lives!



As we traveled South on Hwy 27, Linda and I found ourselves returned time and time again to how good it was to see and visit with the Carroll's!

It's too easy to be "too busy or too important" to take time to visit "Old Friends"! Seeing my old buddy Jim and family hit me right between the eyes with that as we have traveled to South Florida many times in the 15 years we have lived at Warner Robins and never took time to look them up. I really believe most of us have missed chances very similar to this. Yes some friends are easy to see on different trips, Dick and Shell, Sam, Bill Hail, Dave Petzoldt are all great hosts in the Eglin area and always fun visit with over a beer and a bite. But there are many others close there too that one should look up.

Sometimes, I believe it is the traffic that steers us clear, as it did recently while visiting our daughters at Norfolk and Philly, we wanted to see the Kerr's, McMahon's and friends on the West side of DC - we bagged that due to traffic and went around Dover. Missed Lunch with Pete, sent the request to the wrong email.

On the way back from the Keys, Roy and Steph at Cocoa Beach - we should have stopped for coffee that morning - but the holiday traffic was bad. Too many excuses, but as I type this I am happy that we did the blind stop and drop in at Avon Park - Jim has called back with more "462 questions" if I knew where or what happened to others that worked with us over the years - I am thinking now a few less cold

beers, Soju, playing "Mexico" drinking Jack, tequila out of a chocolate bunny's over the years sure may have improved my recall ability! Naa, as most of those I had and as Jim said when he called, it sure is good, "Visiting With Old Friends"!



Submitted by: DARELL J. BREWER, CMSgt, USAF
Command 2W1 Functional Manager
Barksdale AFB, LA

Bomb load competition sharpens skills

by Airman 1st Class Joseph Raatz
2nd Bomb Wing Public Affairs

1/15/2015 - **BARKSDALE AIR FORCE BASE, La.** -- Teams from the 20th and 96th Aircraft Maintenance Units went head-to-head here Friday in the 2nd Bomb Wing's quarterly load competition.

Barksdale Airmen regularly compete against one another to determine which team is most proficient at

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loading a B-52H Stratofortress with a variety of ordnance.

"These rivalries help breed competitive excellence," said Staff Sgt. Justin Phillips, a squadron load crew chief with the 2nd Maintenance Group. "The competitions encourage teams to hone their skills, gaining expertise that keeps us sharp and ready to perform at the top of our game."

For this quarter's competition, a B-52 was positioned inside Barksdale's new Weapons Load Training Facility. Each four-person team readied the aircraft and loaded three M117 750lb bombs into the interior bomb bay and one GBU-12 laser-guided bomb on each of the aircraft's two exterior weapon pylons.

The teams were shadowed by four evaluators who watched the proceedings with eyes like a hawk, noting even the smallest mistakes.

"The evaluators watch for discrepancies, deducting points for each one," Phillips said. "Each team starts with 2,000 points. Points can be deducted for things like safety violations, improper technique and time. Competitors must also take a written exam and undergo a uniform inspection. The team that ends the competition with the most points is crowned the victor."

In addition to bragging rights, these competitions provide crews an opportunity to learn and polish their skills.

"We're always striving to be better," said Staff Sgt. Raymond Edgerson Jr., a weapons load crew team chief with the 96th AMU. "We have so many munitions here, the more proficient we are at any type of munition we may need to load, the better. So the more we compete, the better we'll get."

Team members also see the competitions as a way to show the world what they can do.

"They're important in part because the crews get to see that people care about how well they do," Edgerson said.

"These load competitions we compete in are absolutely morale boosters," said Staff Sgt. Jason Early, a weapons load crew team chief with the 20th AMU. "My crew takes a lot of pride in what we do; we load a lot, we work hard and this kind of competition shows the fruit of our work. Not everyone gets to compete in these, so it's an honor to do it."

After a long and arduous day, Edgerson's team emerged victorious, edging out Early's team by a handful of points.

"I'm very proud of my team," Edgerson said. "They did a great job today and I can't wait to see what they'll do in the future. Not to mention it feels awesome to win!"



Master Sgt. James Hudson, 707th Maintenance Squadron loading standardization crew member, inspects Airman 1st Class Jebediah Ramsey, 20th Aircraft Maintenance Unit Viper 6 team member, while he prepares a Guided Bomb Unit-12 during the quarterly weapons load competition inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. Hudson was one of four inspectors observing the 20th and 96th AMU during the competition to see which unit could inspect, prepare and load weapons onto a B-52H



Stratofortress with the least amount of discrepancies. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)

Staff Sgt. Jarrett Dodge, right, 2nd Maintenance Group loading standardization crew member, watches Senior Airman Benl Williams, 20th Aircraft Maintenance Unit Viper 6 team member, as he prepares a MAU-12 ejector rack for a weapon load inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. Dodge was one of four inspectors observing the 20th and 96th AMU during the quarterly weapons load competition to see which unit could inspect, prepare and load weapons onto a B-52H Stratofortress with the least amount of discrepancies. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)



Airman 1st Class Jebediah Ramsey, left, and Senior Airman Benl Williams, 20th Aircraft Maintenance Unit Viper 6 team members, work together to load a Guided Bomb Unit-12 onto a MHU-83 lift during the quarterly weapons load competition inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. The competition involved inspecting, preparing and loading three M117 general purpose bombs and two Guided Bomb Units onto a B-52H Stratofortress. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)

Airmen from the 20th Aircraft Maintenance Unit wait to begin the quarterly weapons load competition inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. Two four-man teams from the 20th and the 96th AMU competed to see which team could inspect, prepare and load weapons onto a B-52H Stratofortress with the least amount of discrepancies. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)



Airman 1st Class Jaeden Sarvello, 96th Aircraft Maintenance Unit Cobra 6 team member, waits to load a Guided Bomb Unit-12 onto a B-52H Stratofortress during the quarterly weapons load competition inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. Two teams competed to see which unit could inspect, prepare and load weapons onto a B-52H Stratofortress with the least amount of discrepancies. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)

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Airman 1st Class Kevin Gantt, 96th Aircraft Maintenance Unit Cobra 6 team member, tightens a bolt on a Guided Bomb Unit-12 during the quarterly weapons load competition inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. Gantt was in charge of making sure all bombs were prepared and ready to load onto a B-52H Stratofortress U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)



Senior Airman Tyler Branch, 96th Aircraft Maintenance Unit Cobra 6 team member, prepares a MAU-12 for a weapon load inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. The MAU-12 ejector rack attaches to a pylon on the wing of a B-52H Stratofortress and can hold up to nine MAU-12s and their connecting bombs. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)



Airman 1st Class Kevin Gantt, 96th Aircraft Maintenance Unit Cobra 6 team member, tightens a bolt on a Guided Bomb Unit-12 during the quarterly weapons load competition inside the Weapons Load Training hanger on Barksdale Air Force Base, La., Jan. 9, 2015. Gantt was in charge of making sure all bombs were prepared and ready to load onto a B-52H Stratofortress. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)



From left, Staff Sgt. Raymond Edgerson Jr., Senior Airman Tyler Branch, Airmen 1st Class Kevin Gantt and Jaeden Sarvello, 96th Aircraft Maintenance Unit Cobra 6 team members, pose for a photo on Barksdale Air Force Base, La., Jan. 9, 2015 . Cobra 6 won the quarterly weapons load competition, beating the 20th AMU and holding the trophy until the next competition. (U.S. Air Force photo/Senior Airman Joseph A. Pagán Jr.)

Without Weapons.....Just Another Airline



Quotable Quotes

“Of the four wars in my lifetime, none came about because the U.S. was too strong”

Ronald Reagan

Submitted by: W. GLEN PUGH, CMSgt, USAF
Wing Weapons Manager
7th Maintenance Group
Dyess AFB, TX

"Load Toads" teach bomb loads to officers

by Airman 1st Class Alexander Guerrero
7th Bomb Wing Public Affairs

11/5/2014 - **DYESS AIR FORCE BASE, Texas** --
Weapon load crews are normally a work force comprised of enlisted personnel. On Oct. 27, 2014, four lieutenants were given a unique opportunity to experience what it's like to be a weapons load crew member.

Officers from the 7th Aircraft Maintenance Squadron participated in a three-day immersion training course taught by their own weapon load crew Airmen.

Maj. John Adams, 7th AMXS commander, wanted to give his lieutenants a learning experience that he never had.

"This will have an overall positive impact to the Dyess mission," Adams said. "These officers will get a greater understanding as leaders on what it takes to be a load crew member and what is involved."

Overseeing the training was Chief Master Sgt. Wendell Pugh, 7th Bomb Wing weapons manager.

"We had the opportunity to take four lieutenants and give them a peek behind the curtain as to how our load crews get certified," Pugh said. "They get to see what our

loaders have to do to come here every month and get recertified to load bombs."

Each officer was assigned a position within the load crew construct and taught the corresponding responsibilities, just as a normal load crew members would be expected to do.

"One of the main things I learned was the different crew positions," said 1st Lt. Christopher Finn, 9th Aircraft Maintenance Unite, officer in charge. "I did not realize our weapons crews had so much they were responsible for."

The officers worked together and with their enlisted instructors to successfully complete their emersion training.

"It was a really good experience," Finn said. "Other officers and I don't normally get a chance to do something like this. It gives us new appreciation for what our load crews do and the issues they run into while on the job."

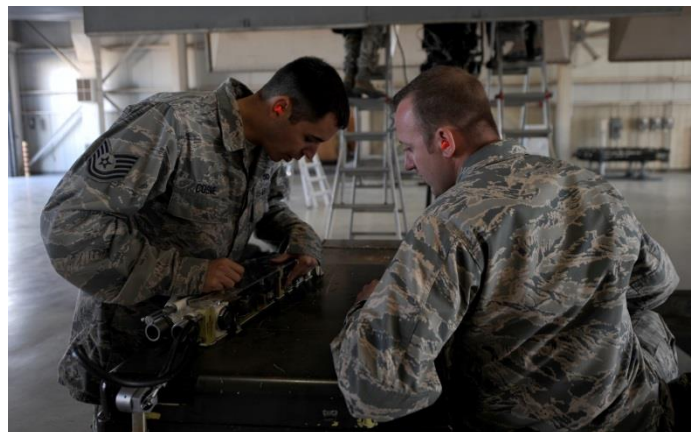


U.S. Air Force Airmen participate in a three day weapons load crew familiarization course for officers Oct. 27, 2014, at Dyess Air Force Base, Texas. The instructors worked closely with the officers during the course which they used to build leadership skills and to the ability to relate with their weapon load crew Airmen. (U.S. Air Force photo by Airman 1st Class Alexander Guerrero/Released)

Without Weapons.....Just Another Airline



U.S. Air Force Tech. Sgt James Merrill, (left), assists 1st Lt. Christopher Finn, both assigned to the 7th Aircraft Maintenance Squadron (AMXS), while loading an inert training bomb Oct. 27, 2014, at Dyess Air Force Base, Texas. Four officers from the 7 AMXS were given the opportunity to go through a specialized three-day weapons load crew training course in order to learn the procedure of loading a B-1B Lancer. (U.S. Air Force photo by Airman 1st Class Alexander Guerrero/Released)



U.S. Air Force Tech. Sgt Robert Cosme, (left), shows 2nd Lt. Zachary Deats, both assigned to the 7th Aircraft Maintenance Squadron, the inner workings of a 14" ejector rack visual aid Oct. 27, 2014, at Dyess Air Force Base, Texas. Deats and three other officers were selected for a three day weapons load crew training course in order to give them a better understanding of what their Airmen are responsible for on a daily basis. (U.S. Air Force photo by Airman 1st Class Alexander Guerrero/Released)



U.S. Air Force Tech. Sgt Robert Cosme, (left), explains to 2nd Lt. Zachary Deats, both assigned to the 7th Aircraft Maintenance Squadron, how to operate a MHU-83 bomb lift truck Oct. 27, 2014, at Dyess Air Force Base, Texas. Deats and three other lieutenants were given the opportunity to undergo weapon load crew training to gain a better understanding of what their Airmen do on a daily basis. (U.S. Air Force photo by Airman 1st Class Alexander Guerrero/Released)

Quotable Quotes

"Never tell people how to do things. Tell them what to do, and they will surprise you with their ingenuity."

General George Smith Patton, Jr.



Chief's Group Professional Airman Award

From Wendell Pugh, Dyess AFB, Texas



Here's are several photos of one of our very own Weapons troops receiving the Dyess Chief's Group Professional Airman Award. A1C Phillip Dougherty has done great things since being assigned to Dyess. He rescued two people from a burning building; he finished two volumes of his CDCs in two weeks, won the Team Dyess Volunteer of the Quarter and Team Dyess Airman of the Quarter for

Apr-Jun 2014. He started his career in ROTC and after a RIF he became enlisted and went to basic training and was appointed the Dorm Chief. He later found out he did not need to attend BMT since he had already completed the OTS basic course. He then went to tech school where he lived in the dorm with everyone else and later found out he should have been a TDY student and should have been allowed to stay in Lodging. Despite all these hiccups, he kept pushing along and excelling in everything he did. And now, he has been selected for a commission and will go to OTS in March.



From Storekeeper Evan Godwin:

Hello Chiefs! Some of you have expressed an interest in ordering an AACA polo shirt. Do to limited inventory, I'd like to place an order for those interested to get the size/color you desire. If you would like a shirt, please send me an email **by 30 Jun 15** and I'll place an order.

Here's pics and prices of what we have in the AACA Store inventory:

Without Weapons.....Just Another Airline



Coins: \$10.00 each



Lapel/Hat pins: \$2.00 each



Shirts: 1 large in each color (royal blue, black and white) and 1 med in royal blue and white. \$35.00



Pen (metal): "Aircraft Armament Chiefs Association" and web address. \$3.50

Also, we're having some license plates made for sale in the store. I'm interested in your feedback regarding the design of this license plate and what, if any, other pics you'd like to see on other license plates for purchase...let me know. Cost will be approximately \$17-\$22.



If you'd like to place an order, or If there's something you'd like to see available for sale in the store, please let me know. A handful of us are pursuing merchandise alternatives and sourcing vendors to boost sales for the Association (AACAs cards, license plate covers, etc.). Thank you much!

My email: evangodwin1@hotmail.com

Phone: (571) 210-8311