

RODEO Roundup

Vol. 1, No. 3 A supplement to the Carolina Flyer Wednesday, May 10, 2000



HIGH NOON

U.S. Army paratroopers jump from an Egyptian C-130
onto the Sicily drop zone at Fort Bragg, N.C. Photo by SrA. Lee Rogers

RODEO Roundup

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Copies of the Rodeo Roundup can be found at Hangar 6 Friday.

Story ideas

If you have a story idea, call public affairs at 424-9490.

Check out the web site

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Keeping safe during hot weather

By Maj. (Dr.) Eric Chumbly
Lackland AFB, Texas

During heavy exercise, the human body can generate 10 to 20 times the amount of heat that it does at rest. Since only 20 percent of that heat is used to do work, the rest is dissipated. That extra heat is transferred from the core of the body (mainly muscles) to the skin, where it can be released to the environment.

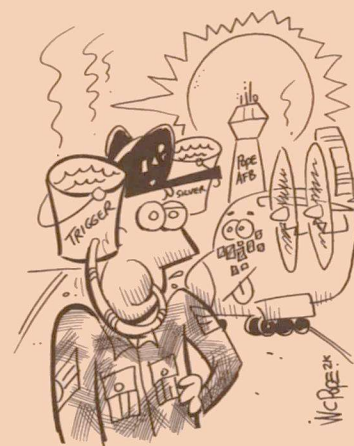
Because heat transfer is accomplished by increasing blood flow to the skin, it is vital to keep up the blood volume, which means keeping up hydration.

Common exertional heat illnesses include heat syncope, heat cramps, heat exhaustion, and heatstroke. Heat syncope usually refers to fainting that occurs at the end of some event (such as a difficult march or race) because of improper cool-

down. It may also occur if individuals stand for prolonged periods in a hot environment without moving the legs. It is not dangerous, and is easily treated and easily prevented. Treatment is simple; lie down, elevate the legs, cool off in the shade, and drink cold fluids.

Heat cramps, heat exhaustion, and heatstroke are conditions of water and often sodium loss. Heat cramps represent the least dangerous of these conditions. They typically occur during or after intense exercise in the heat and usually involve the legs. Sodium is lost in the sweat, and is further diluted in the blood if plain water is used to replace fluid losses. Heat cramps usually resolve with rest, cooling down, and massaging the affected muscles.

Heat exhaustion is more complex and more dangerous.



Victims continue to sweat, become weak and lightheaded, and may become somewhat confused. Temperatures may range from slight elevation to a high fever, but not as high as with heatstroke, which may show temperatures of more than 104 degrees Fahrenheit. Treatment involves rest, cooling, and appropriate rehydration. Cases of heat exhaustion

should be treated in a medical facility where sodium can be measured and fluid can be replaced at the right rate.

Heatstroke is a medical emergency in which the body's cooling mechanisms are overwhelmed. Dehydration and lack of acclimatization usually contribute. The appearance of a heatstroke patient ranges from moderate confusion to coma and a high body temperature. Victims almost always continue to sweat; many people believe that sweating has stopped in the case of heatstroke, but this is seldom true. Because heatstroke can rapidly progress to collapse of vital organ systems, these patients need immediate treatment in a medical facility. Treatment may be complex, based on initial temperatures and sodium balance, but always involves rapid cooling. ☼

Barnyard Bits

Closing ceremony

The closing ceremony starts at 2 p.m. in Hangar 6, and participants should be in place by 1:45 p.m. in duty uniform with team hats.

Golf tourney update

The DV golf tournament Thursday will now be a single-go, beginning at 9 a.m. Any questions can be called in to Maj. Celeste Dryjanski at 4-9494.

Box lunches

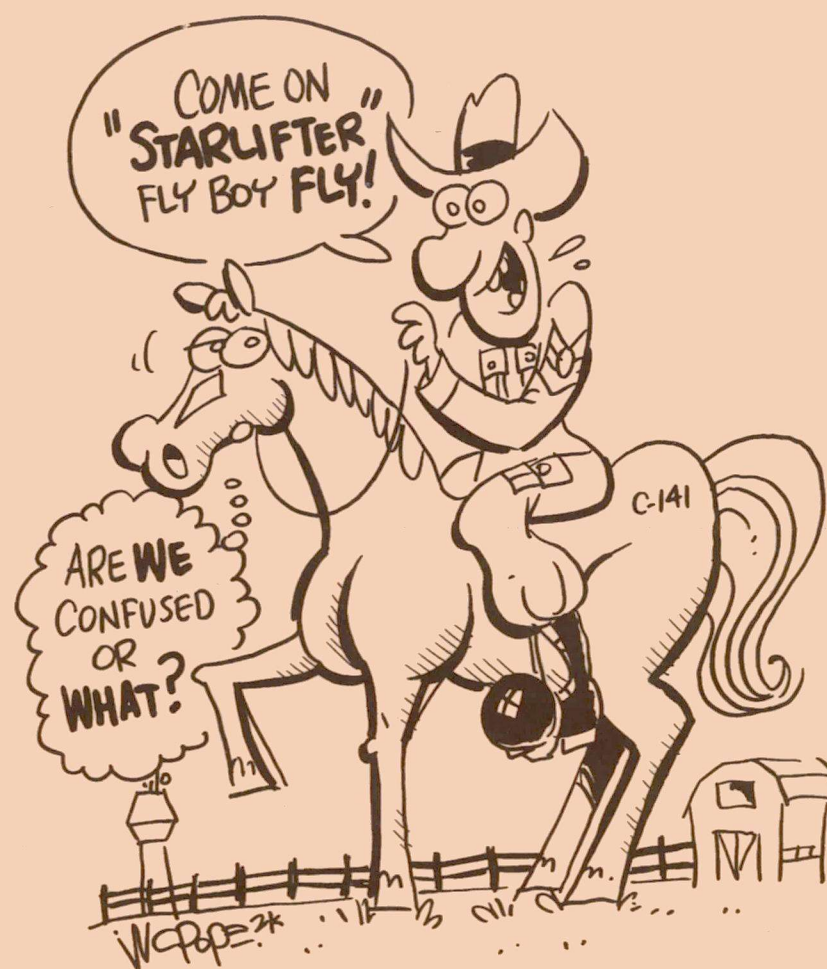
Anyone requiring box lunches for Saturday's departure should contact Amn. Tanya Hope at 432-3099. Requests for food must be paid for and submitted by Friday, 2 p.m., and can be ordered at the Bunkhouse.

Send a message home

The Army and Air Force Hometown News team is here this week to write stories and film participants. Camera teams and journalists will be interviewing people and sending the stories back to their hometowns. The team usually interviews 150-200 people total in increments of 20 or 30. All those who are interested in being interviewed may call public affairs at 4-9490, otherwise the Hometown News team will visit competition venues for interviews. ☼

On the lighter side

By MSgt. W.C. Pope





SSgt. Karen Brown

A C-17 from the 437th Airlift Wing, Charleston AFB, S.C., takes off after performing an assault landing Monday.

Flying events showcase personnel, cargo drop

By SSgt. Jim Fisher
Contributing writer

The opening ceremonies of Rodeo 2000 showcased one of airlift's most direct combat applications as the 82nd Airborne spilled from a string of C-130s above the airdrome. Airdrops, like the one that marked the beginning of competition, put troops and supplies into forward areas, fueling the fight.

They are also an ongoing aerial event for C-130, C-17 and C-141 crews currently being evaluated on accuracy and timing of release for three different loads over a minimum-size drop zone.

For C-130 Hercules crews, often a majority of their mission is spent focusing on "time on target."

"It's pretty well 70 percent of the mission we do back home—70 percent of our flying is tactical flying," said Canadian Air Force Capt. Mark Gaulden, 426th Squadron, Trenton, Ontario. Conducting drops over unfamiliar terrain and in the context of competition is slight-

ly different, Haulden explained, preparing to drop heavy equipment at Fort Bragg's Nijmegen and Holland DZs.

"It's a little bit different in this environment. It's a lot flatter down here and of course when your competing, your tactical flying goes out the window a little bit so you can be more precise. It's pretty similar as far as timing and control and the way we do our drops," Haulden said.

For the 3rd Wing from Elmendorf AFB, Alaska, airdrop work frequently involves dropping Army paratroopers from neighboring Forts Richardson and Yukon. Team Elmendorf encountered challenges in weather and formation while dropping paratroopers over the Rhine-Luzon DZ, according to Capt. Artie Bago-molny.

"One of the different factors for us is that this is a single-ship competition and normally we're used to flying a tighter formation," he said. "We were dealing with some very strong winds that we're not used to facing everyday,



SSgt. Jerry Morrison

Maj. Jim Vechery, KC-135 umpire, reviews Maj. Pete Hill's pre-flight brief Monday.

but we were prepared for this if it came up," he said.

Successful airdrops and overcoming unfamiliarity are dependent upon planning and crew coordination, according to 426th Loadmaster Sgt. James Jeckell.

"Environmentally we're not familiar with the territory and the heat is a factor but if you plan ahead and plan for the unexpected, everything will fall into place," he said. "[Airdrop work] encompasses total team

work. Ultimately it's the work between the navigator and pilot and loadmaster—the whole crew concept has to come together. If one of these links breaks and you lose control, if you're not on time on target, then it all falls apart. It only takes one broken link and it all comes crashing down on you."

A vital link between the pilot putting the aircraft over target and the loadmaster releasing the load is the navigator. According to Team

Elmendorf navigator Capt. Robert McCrady, a successful drop goes beyond the proper calculations.

"You do all the calculations and you decide exactly where you need to release but actually doing that is an art unto itself," he said. "You can either do it by ground reference or you can measure it by the land geometrically to determine what the angle is and as soon as it's at the correct angle, you call ground references."

The complexity of determining where to release increased during Team Elmendorf's personnel drop Monday.

"The winds were calm at the surface but at altitude they were up to 20 to 30 knots and it was really difficult to figure out where the [wind] shear was going to drop off," McCrady said. McCrady made his calculations and the 130 crew released the paratroopers at 800 feet—the same altitude the 82nd jumped from over the opening ceremonies—this time showcasing crew coordination and teamwork. □



SSgt. Steven Pearsall

Dennis Rogers of the 97th Air Mobility Wing, Altus AFB, Okla., looks on while preparations are being made for their first flight of Rodeo 2000.



A1C Myles Cullen

An umpire measures the distance of a C-130 landing at Fort Bragg, N.C. Monday.

Maj. Ken Sharpe, KC-135 aircraft commander from 927th Air Reserve Wing briefs his air-crew on the procedures for the air refueling competition.



SSgt. Sean Worrell



SSgt. Jerry Morrison

C-141 Starlifters sit on the ramp at Pope AFB, N.C., waiting for the start of Rodeo 2000.

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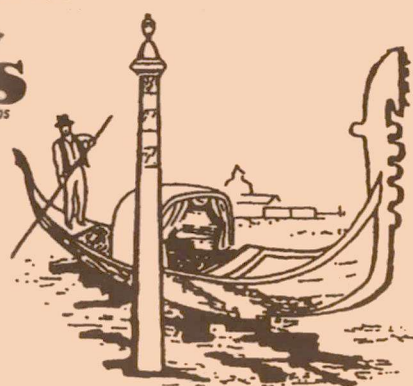
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Refueling missions boil down to precision timing

By TSgt. Karen Pettit
Rodeo Roundup staff

Those who teach precision flying to KC-135 pilots are showing Rodeo aircrews how it's done.

With an arrival score time within two seconds of the actual landing slot, instructors from the KC-135 Combat Employment School, Fairchild AFB, Wash., say their goal here is to practice what they preach.

"A lot of what we teach is combat precision and discipline, and Rodeo is a perfect place to demonstrate that," said Capt. Scott Rizer, assistant team chief. "We don't have a maintenance crew nor do we own our own aircraft—we're using one from the 92nd Wing at Fairchild. But that's not going to keep us from doing our primary mission."

Even though they're small in number, they're big in leadership—starting off the day waking up at 2 a.m. for a 3 a.m. pre-brief, so they could be the first aircraft off the ground Monday. The takeoff was on time, or "on the hack."

"Much of the competition

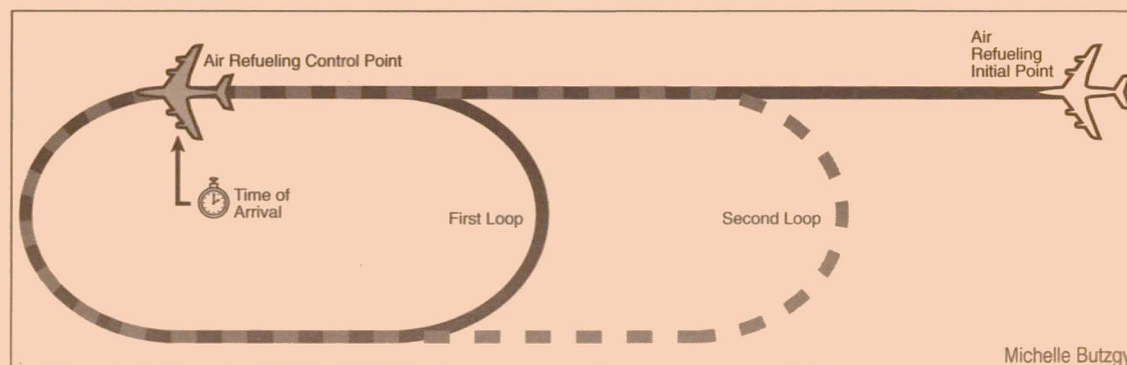
will boil down to a matter of seconds," said aircraft commander Maj. Pete Hill. "We were a couple of seconds off today, but we fly again Wednesday, so I'm pretty sure we'll have a perfect showing."

The flight plan covers a route from point A to point B with a specific orbit designed to have the refueler meet up with a receiving aircraft. The crew makes the first loop around the orbit and reaches the aircraft refueling control point. Then they make a second loop, a little further out, and meet up with the receiving aircraft, in this case

a KC-10 from Travis AFB, Calif.

"It's a bit more difficult because our scores are based on times and not so much on distance flown," said Hill. "However, we're flying with the upgraded navigational system called PACER Craig and that helps a lot. We also double check the timings manually with what we call a whiz wheel."

The aircrew team, also comprised of Maj. Glenn Richard, co-pilot, and SSgt. Alicia Judd, boom operator, say being the first one out of the shoot Monday morning puts some extra



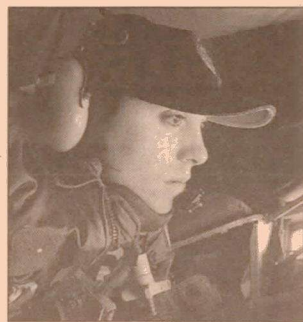
pressure on them with "eyes watching them."

"I just try not to think about it (everyone watching)," said Judd. "My goal is to make contact as the boom extends. The only thing we can't do in Rodeo is talk to the pilot on the receiving end. So, sometimes that gets a little tricky as you have stay connected for 24 minutes. Sometimes the aircraft are swaying to the left or right, and you have to extend the boom at a certain rate to connect. It all has to work together."

Maj. Tony Gurney, team chief, said the scenario of a KC-135 refueling a KC-10 is an example of Air Mobility Command's force extension capability.

"That's what happened in Kosovo—you may have a refueler ready to go home and they off-load onto another one. That gives you a warehouse of fuel in the air that proves to be very valuable," he said.

While everyone at Rodeo can do the (flight) mission, the team from the KC-135 CES say they do it more precise. In "0"seconds, to be exact. ⚡



SSgt. Jerry Morrison
SSgt. Alicia Judd, KC-135 boom operator, Combat Employment School, Fairchild AFB, WA, prepares to refuel a 60th Air Mobility Wing, Travis AFB, Calif., KC-10 Extender for the kickoff of Air Mobility Rodeo 2000.



SSgt. Jerry Morrison

A KC-10 Extender from the 60th Air Mobility Wing, Travis AFB, Calif., gets refueled by a KC-135R Stratotanker from the Combat Employment School, Fairchild AFB, Wash.

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MSgt. W.C. Pope

SrA. Dan Martin from the 621st Air Mobility Operations Group, McGuire AFB, N.J., lowers a pitcher of water onto the "finish line" in the 10k forklift competition which is part of the aerial port events.

Not a drop to spare

By SSgt. Tonya L. Keebaugh
Rodeo Roundup staff

Waiters and waitresses have amazed people for years by balancing large trays with drinks filled to the rim and only spilling a few drops, but they don't have anything on these guys.

The Rodeo enlightened added a new event to the aerial porters' forte this year—the 10K forklift skills competition.

The event doesn't involve a standard load—but a load that consists of a pitcher of water balanced on a bright red 2x4.

The two-man teams maneuvered their way in and out of 14 strategically placed orange cones Monday and Tuesday. One person would pick up their

unique load and drive it through the tight-fit imposed by the cones and place it on a couple of sawhorses on the other end. Then the other person would drive the forklift backwards through the course with no load.

The event allows for some friendly competition in the aerial port world but also increases their forklift skills, which come in handy when moving cargo around the flightline.

"We were the fast team," said SSgt. Chris Addleman, 62nd Airlift Wing C-17 team from McChord AFB, Wash. "We were flying through those cones."

Addleman's teammate on the forklift is A1C Gilbert Sotosalvidar. They compete

against another 62nd AW team during the competition, who, according to Addleman, is their only real competition.

"We're going to wear out a path from our seats to the stage Friday when we're taking home the hardware," said SrA Billy "Mac" McDaniel, one of Addleman's teammates.

One thing aerial porters do not lack is confidence. The event allowed for some trash talking and good-natured prodding among the teams, but there were real benefits.

"The event is to simulate moving sensitive cargo in a warehouse," said Rodeo Umpire SrA Seth Abel, 43rd AW here. "I think all their practice and the competition will

make them better at their jobs."

Making people better at what they do is one benefit of Rodeo, making them safer is another.

"Our event is centered around safety," said Abel. "If you move the cargo fast but bounce it off walls and columns in a warehouse, then it's no good to anyone. Teams know that we deduct a lot of points for safety violations."

There are a possible 200 points available for each team during the competition, McChord is one of five teams who scored perfect during Monday's competition.

"If there's a tie, the team with the fastest time will win the trophy," said Abel, without

letting out the secret of who that team may be.

Teams lose points for hitting cones, forgetting their hearing protection or showing up late. They also lose points for spilling water.

"We allow them to spill one half inch, but for every half inch after that we take away points," said Abel. "It's a lot harder than it looks to the casual observer."

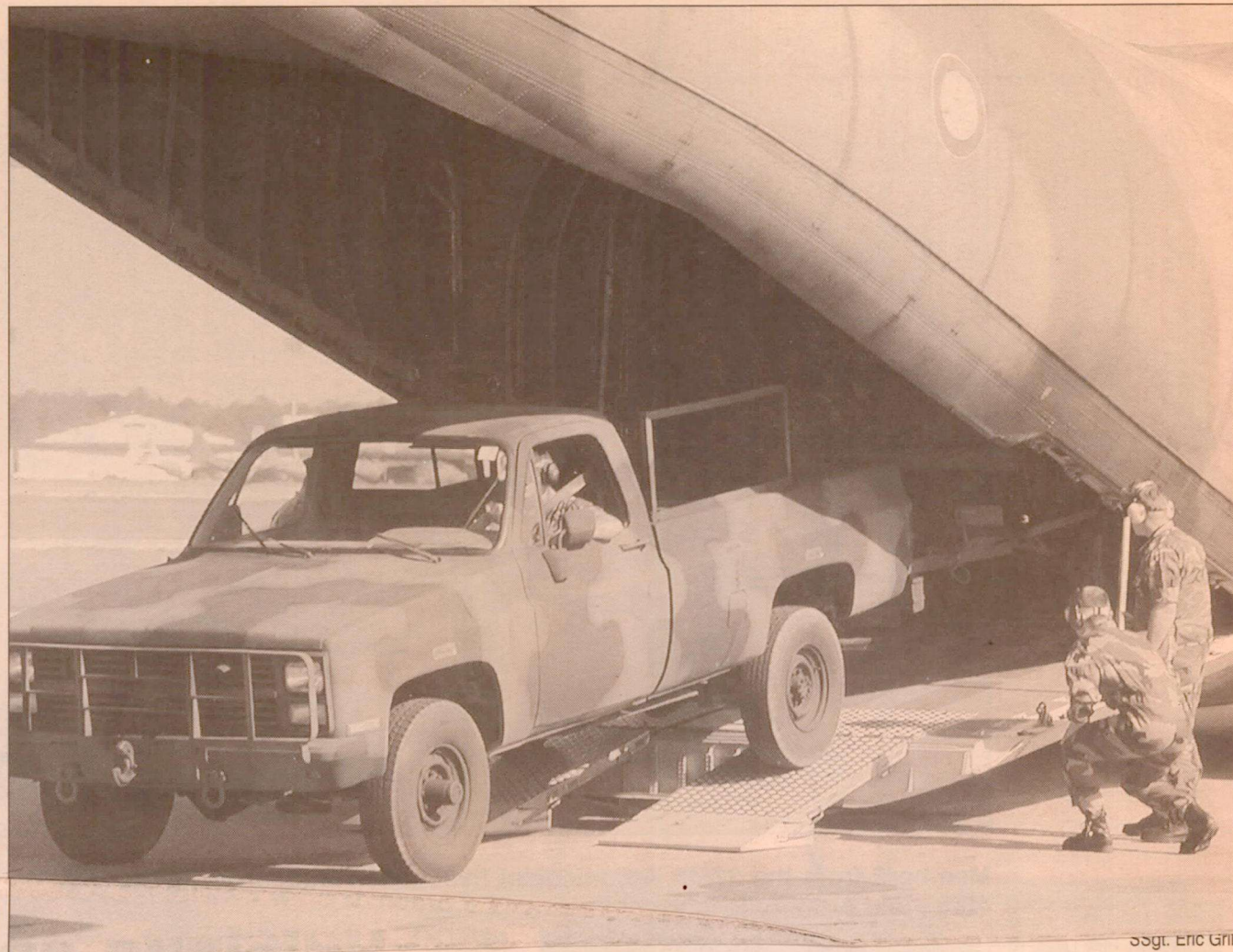
Today is the final day of forklift competition and will begin at 7:30 a.m. at Building W1833.

The aerial porters will wrap up their competition Thursday with the combat endurance course on Fort Bragg beginning at 7 a.m. ☼



SSgt. Eric Grill

Army SPC. Matthew Holmes and Army SSGT. Vernon P. Kinlaw, 82nd Airborne Division, Fort Bragg., troubleshoot a hydraulic line break in a humvee that was used during the 3rd (Right photo) Rodeo umpires watch as the French C-160 team competes in the ERO competition Monday.



SSgt. Eric Grill

Onload/offload events hone wartime skills

By SSgt. Tonya L. Keebaugh
Rodeo Roundup staff

The aerial porters' engine running onload/offload event is a perfect example of wartime skills being honed by units all around the Rodeo arena this week.

The four-person aerial port teams began showing their stuff Monday as each stepped up to the line to meet their aircraft as it landed.

The competition consists of onloading and offloading aircraft in the fastest way safely possible, like they would during war. The scenario simulates quick-turn missions flown from deployed locations to get people and cargo moved around the theater fast.

The ERO event is a little different this year. Instead of teams bringing their own drivers to load Army vehicles on their aircraft, they've made it more realistic.

"The Army provided us with dri-

vers, and the ERO teams are matched up with one using the lottery system," said Rodeo Umpire CMSgt. Manuel Ibarra, RAF Mildenhall, England.

"This is the first time the Air Force has asked for our help out here," said Army SSGT. Julio Correa, ERO vehicle operator NCOIC. "I thought a Rodeo was a bull-riding competition — until now."

All of the vehicle drivers are from Fort Bragg.

Although it would be easier for the teams to practice and use their own drivers, the soldiers are providing solid support for the aerial porters also.

"As long as you have a good guide, which we do, anyone could drive," said SrA. Ryan "Shepp" Sheppard, from the 615th Air Mobility Operations Group at Travis AFB, Calif.

The umpires for the event said they knew it would be more of a challenge for the teams, and that's what they wanted.



SSgt. Eric Grill

SMSgt. Francis Walters, 3rd Wing, Elmendorf AFB, Alaska, gives a safety briefing prior to their ERO competition Monday.

"They wanted it to be a real-world scenario, and that's what they got," said SSgt. John Cottle, team chief for the returning aerial port champions from the 43rd Airlift Wing here.

Pope aerial porters had a crowd of fans cheering them on as the preformed their ERO on their home turf — not part of the real world concept, but definatily a moral builder for the team.

They are defending their title, but

Cottle said they don't feel the pressure.

"I think the pressure is on them (the other teams)," he said confidently. "If they want the trophy, they have to come into my house and take it from me."

More than 40 teams are competing in the ERO this week attempting to take Pope's title. The final ERO events are today beginning at 8:25 a.m. on the Eldorado ramp. ✪



MSgt. W.C. Pope

Members from the 375th Aeromedical Evacuation Squadron, Scott AFB, Ill., direct soldiers from the 18th Field Artillery Brigade (Airborne), Ft. Bragg, N.C., in loading the C-9.



MSgt. W.C. Pope

During Rodeo, 135 Soldiers from the 18th F.A.BDE supported the Aeromedical Evacuation competitions. "It's very good experience for us because we get hands-on with a real aircraft," said CW2 Harry Pershad, brigade counterfire officer and brigade point of contact for the Rodeo.

Technicians configure aircraft

Teams complete pre-departure checklist, loading

By A1C Catherine Howden
Rodeo Roundup staff

Aeromedical evacuation teams rushed to load and configure their planes in preparation for the loading of wounded personnel during Monday and Tuesday's competition.

While the wounded were merely dummies or sandbags the pressure was still on to complete the mission within the given time limits and to do it correctly.

"We were very nervous because we were being judged, but we were also confident because we've practiced the scenario we were given many times and have done it in real world situations also," said SSgt. Carl Hayden, team chief for the 445th Aeromedical Evacuation Squadron from Wright-Patterson AFB, Ohio.

Working together, the five members of the 445th were the first team to tackle the

configuration competition, which included converting the cargo area on a C-141 aircraft into an aeromedical evacuation area.

"We had to set up all our poles, litter straps, string oxygen and make sure we were following the checklist," said Hayden.

Teams must also perform aircrew briefings, load litters and ambulatory patients and complete a pre-departure checklist, all within the specific time restraints.

Army personnel assisted with the litter loading.

"The Army guys did a great job loading the plane," said Hayden. "It really went smoothly."

Rodeo 2000 is the third Rodeo to include aeromedical evacuation and changes and improvements are still being made to improve competition.

"Compared to prior Rodeos everything has

improved - from the setup to the facilities," said Hayden. "A huge improvement is that the umpires are less intimidating, which helps us to relax and perform better."


Along with competing the teams are also following Gen. Tony Robertson, U.S. Transportation Command commander and Air Mobility Commands commander order to learn something new.

"This is a huge learning experience and we'll definitely use what we learn to improve on our processes at home," said Hayden.

Aeromedical evacuation is a small career field and according to MSgt. Jose Tamayo, a Reserve aeromedical technician with the 932nd AES from Scott AFB, Ill., nearly everyone knows everyone else.

"The competition is friendly and we wish everyone luck," said Tamayo. ☺

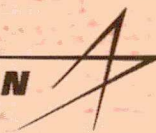
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SSgt Sean Worrell

Maj. Tim Dabbs, KC-135 from the 927th Air Reserve Wing plots his course for the air refueling competition during Rodeo 2000.



SSgt Sean Worrell

Capt. Mike Patterson, KC-135 co-pilot from the 927th Air Reserve Wing, talks with his navigator after the air refueling competition.



SSgt. Lisa Zunzanyika

SrA. Chris Neldner, from the 437th Aircraft Generation Squadron, Charleston AFB, S.C., prepares for the pre-flight inspection portion of Rodeo 2000.



SSgt. Jeffrey Allen

SrA. Michael Charvet, 22nd Special Tactics Squadron, McChord AFB, Wash., navigates to the final checkpoint during a HALO (High Altitude Low Opening) competition jump at Sicily Drop Zone. The HALO jump is one of the competitions special tactics squadrons are competing in at Rodeo 2000.



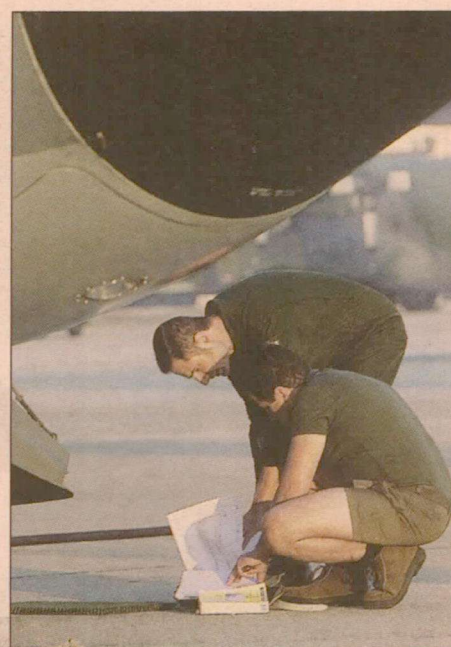
SSgt. Lisa Zunzanyika

SrA. Renee Hess, from the 437th Aircraft Generation Squadron at Charleston AFB, S.C., goes over pre-flight procedures with her teammates during Rodeo 2000.



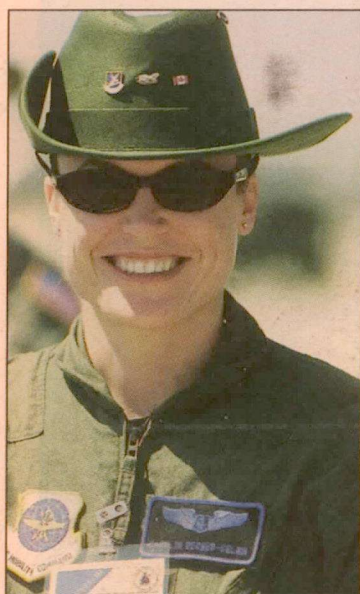
SSgt. Jerry Morrison

A KC-10 Extender from the 349th Air Mobility Reserve Wing, Travis AFB, Calif., is on approach to be refueled for the kickoff of Rodeo 2000.



A1C Myles Cullen

Belgium maintenance personnel review aircraft maintenance records during the pre-flight inspection competition at Rodeo 2000.



SSgt. Lisa Zunzanyika

Capt. Carolyn Becker-Celnik, from Scott AFB, Ill., proudly displays the 375th Aeromedical Evacuation Squadron's signature green cowboy hat during Rodeo 2000 opening ceremonies.



A1C Myles Cullen

1st Lt. Travis Woodsworth, 21st Special Tactics Squadron, Pope AFB, N.C., runs with his parachute in hand during the special tactics High Altitude Low Opening (HALO) event.

Pacer CRAG: mission accomplished.
C/KC-135 GATM: mission accepted.



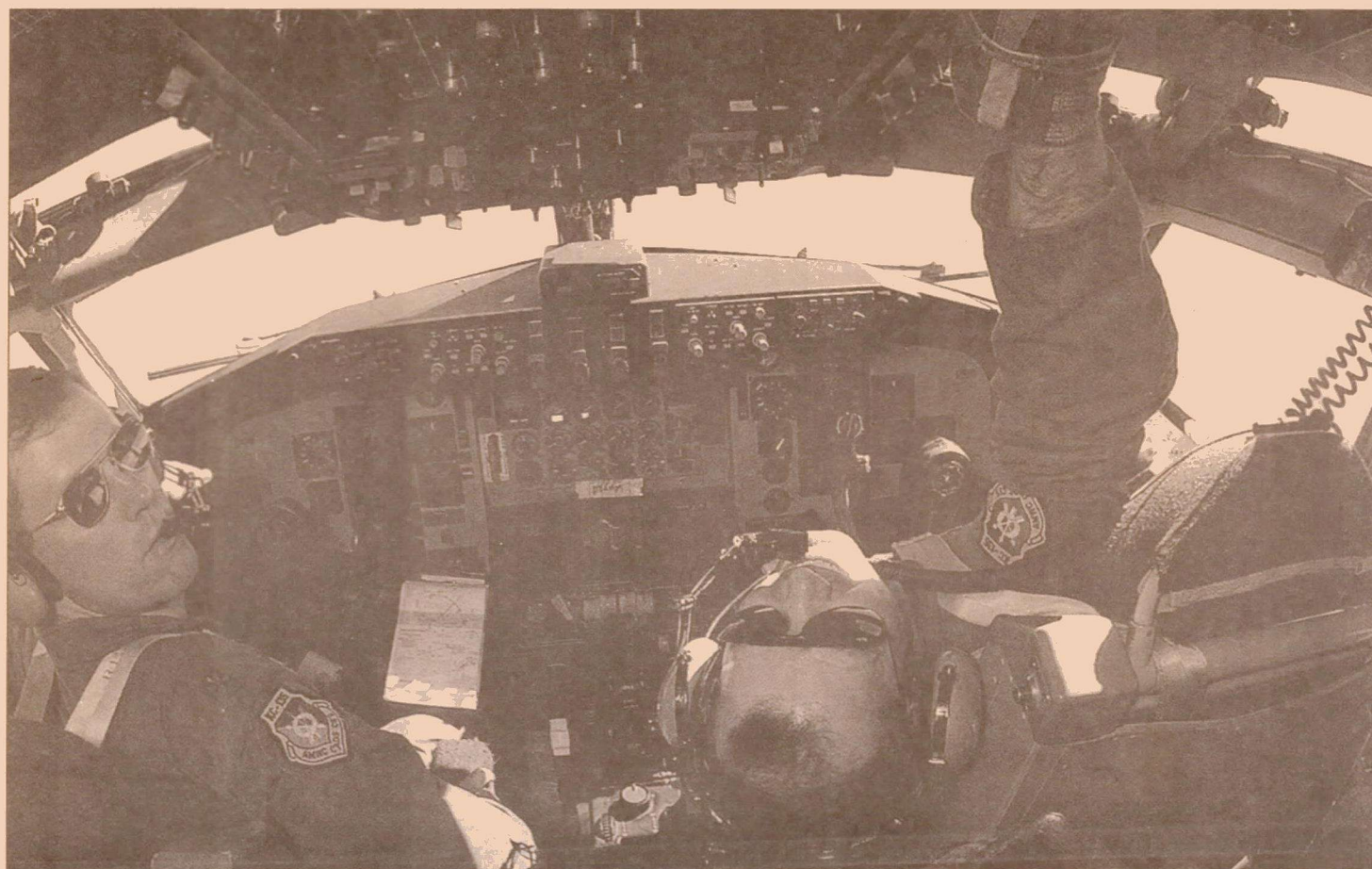
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Maj. Pete Hill, pilot, and Maj. Glenn Richard, copilot of a KC-135R Stratotanker, prepare to land at Pope AFB, N.C. after the first flight of Air Mobility Rodeo 2000.

SSgt. Jerry Morrison

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Airborne support



TSgt. James Lotz

Members of the 82nd Airborne Division, Fort Bragg, N.C., wait for the arrival of their aircraft on Eldorado ramp at Pope AFB, N.C., for their personnel jump as part of Rodeo 2000.



A1C Myles Cullen

A1C Daniel Zappe, an Air Force combat controller, helps judge the wind speed for incoming jumpers during the opening ceremony of Rodeo 2000.



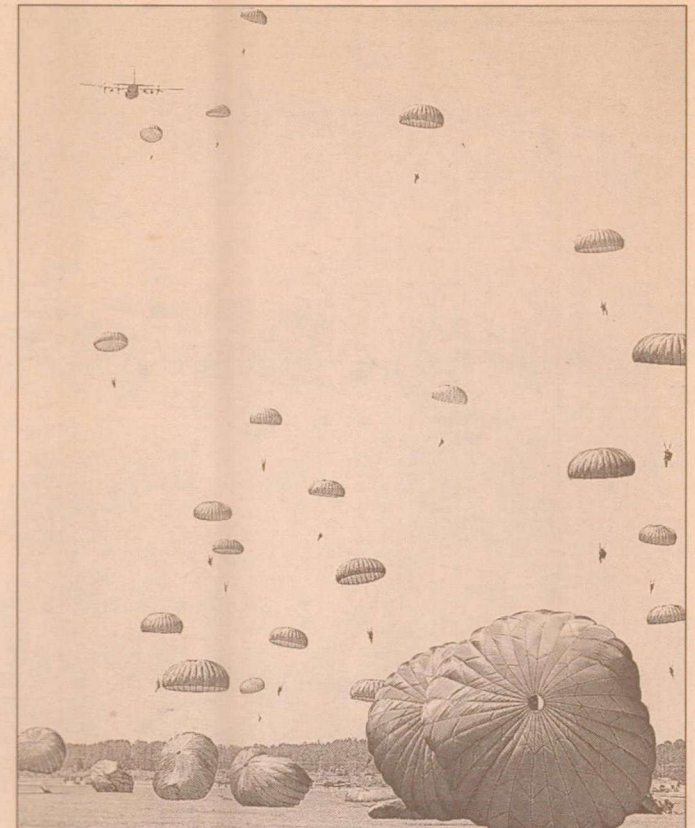
TSgt. James Lotz

(Left to right) SSgt. Edward Burkhardt, SrA. Ron Honaker, and SrA. Benny Ambs, from the 743rd Maintenance Squadron, Pope AFB, N.C., standby to marshal C-130 aircraft loaded with more than 200 82nd Airborne personnel.



TSgt. James Lotz

Members of the 325th Airborne Regiment, 82nd Airborne Division, Fort Bragg, N.C., "hook up" prior to their personnel drop from a C-130 Hercules over Pope AFB, N.C. for the opening ceremonies of Rodeo.



A1C Myles Cullen

82nd Airborne soldiers land at Pope AFB, N.C., following their personnel drop for Rodeo 2000.

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MSgt. W.C. Pope

The maintenance crew from the 6th Air Refueling Wing, MacDill AFB, Fla., cheer on their teammates as they put the finishing touches on the pre-flight inspection of their KC-135.

Maintainers compete to lasso winnings

By MSgt. W.C. Pope
Rodeo Roundup staff

Through rain, sleet and hale, and often extreme heat and cold, the maintainers are the people who keep the Air Force flying, and it was fitting that they be the ones to kick off the competition at Pope AFB, Sunday with their pre-flight event.

The maintainers from all competing units were out getting ready with the competition beginning at 7:15 a.m. and running the entire day, some units were preparing at 4 a.m. Maintainers compete in four areas including preflight inspection, aircraft refueling, post-flight inspection, and a daily observation.

The pre-flight inspection for the KC-10 is broken down into four areas; Area One includes forward interior and

exterior of the aircraft from the wings forward, Area Two is the left side including engine number one, right side of aircraft including engine three, and Area Four is the main landing gear to the tail.

Included in the pre-flight is fueling the aircraft, hydraulic pressure off, and wheel well doors in a full-open position. They also inspect for anything out of the ordinary like hydraulic or fuel leaks, missing screws, and maintenance problems.

The 349th Air Mobility Wing crew had completed their preflight inspection that started at 1:45 p.m. and the maintenance team waited nervously for the group of umpires that now sat in their van parked thirty feet away.

"We feel good about our preflight," said SMSgt. Jim

Lancome, the maintenance team chief for the 349th Air Mobility Wing, Travis AFB, Calif.

According to Lancome, during the pre-flight each team starts with 600 points and then the umpires deduct points from that. After the umpires are done scoring each team, the team chief has one hour to challenge the umpires' determination.

"But you better be able to prove them wrong by finding reference to it in the technical orders," he said. "If you challenge and win, you can get back 10 points, but if you challenge and lose, you lose 100 points plus the 10 points ... so you better be right when you challenge them!"

The Travis maintenance team consists of 10, including five crew chiefs and specialists from each of the five special-

ties—electrical/environmental, hydraulic, jet engine, computer/navigation, and guidance/control.

"Their plane looked real good except for some small discrepancies," said MSgt. Chris Davey, KC-10 umpire, from McGuire AFB, N.J. "They lost a total of 170 points, which adds up when you start counting up that small stuff."

On Monday, the refueling, and post-flight inspections competitions began. At 11 a.m. temperatures were reaching into the 90 degrees Fahrenheit range on the flightline as the team from 437th Airlift Wing, Charleston AFB, S.C. began the refueling of their C-141.

In the preflight competition the teams begin with 100 points.

"The refueling is done with a fuel truck and we have a 10- person crew; two being

crew chiefs and rest are specialists," said MSgt. Kenneth Sellers, team chief. "There is a time limit of 45 minutes in which we have to establish fuel flow from the truck to the aircraft."

"The most important thing in refueling is the safety issue, refueling can potential be a very dangerous undertaking," he said. "But with training and team work like we have it is the safest thing that we do."

After an hour of anticipation the umpires came back to them with the word of no discrepancies. "We know we are the best maintenance team and we know the rest of the Air Force will know how good we are," said Sellers as he and his refuel team congratulated each other.

Continued on next page

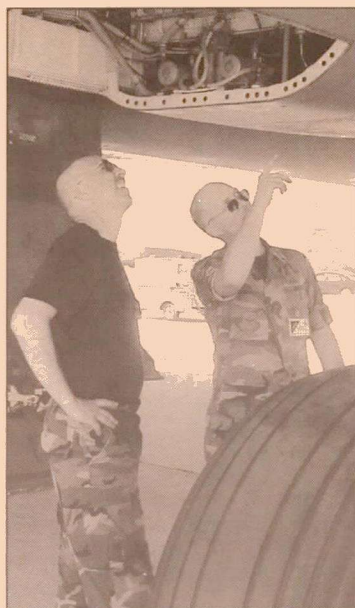
Maintainers

from page 16

Then the 43rd Airlift Wing competed in the post-flight portion of the event. SrA. Jason Beach, an electrical/environmental specialist thought his team had done well as he and his teammates sat on the opened ramp of their C-130 waiting for the umpires to compile their final scoring.

The post-flight starts with a possible 600 points and deductions are taken with each discrepancy. Their maintenance team consists of 10 including team chief MSgt. Michael Mueller, who was busy as the umpires began showing his teams discrepancies. The post-flight team also consists of crew chiefs and specialists.

"They lost 252 points," said one of the red hated official just as they piled into the umpire van and drove off. ☺



MSgt. W.C. Pope

A KC-10 maintenance umpire shows a crew chief from the 349th Air Mobility Wing, Travis AFB, Calif., a discrepancy in the pre-flight inspection.



SSgt. Jeffrey Allen

TSgt. Roger Stepp, 86th Air Wing, Ramstein AB, Germany, looks over the maintenance records of a C-130 Hercules during the maintenance pre-flight inspection competition during Rodeo 2000.

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Rodeo Traditions

By TSgt. Karen Pettit
Rodeo Roundup staff

The cowboy has his trusty horse Trigger. Lone Ranger has his friend Tonto. Buffalo Bill has his Wild West Circus. And Rodeo 2000 has its trading, whether its pins, hats, scarves ... just about anything is negotiable some say.

Pin trading is one of the more popular traditions, and whether it's your first Rodeo or your 15th, the key to pin trading is to bring plenty of them!

"We have these little C-9 medevac pins and each of us brought 20," said SSgt. Jason Robbins, 932nd Airlift Wing (Reserve), Scott AFB, Ill. "You definitely need to give a pin to get a pin with us ... there's just so few of them left now. But, we'll trade a pin for a cool patch, stickers ... even underwear, but we haven't gotten any of those yet."

Some folks, however, will give the pins away, perhaps if you ask nicely, but bartering remains the staple of pin trading. Finding a cool hat to put the pins on is another Rodeo tradition and some teams seem to have that down to a science. There are hats that look like the flag, others bear unit symbols or sayings.

Others actually bring cowboy hats and leading that charge is Rodeo's own commander, Maj. Gen. Silas "Si" Johnson, who sports a white cowboy hat with a bullet hole in the back.

"The last time we came to Rodeo, our unit wore these green Australian outback hats, and it was a popular item," said SSgt. John LaCroix. "People keep wanting to trade hats, but I think we'll be keeping our hats."

Also helping this team to stand out are blue and black name tags, which makes people come up closer to you, he said.

"If we see a cool patch, we'll definitely trade our name tag ... we've got plenty of those ... you may not get the right name, but it's one of our patches."

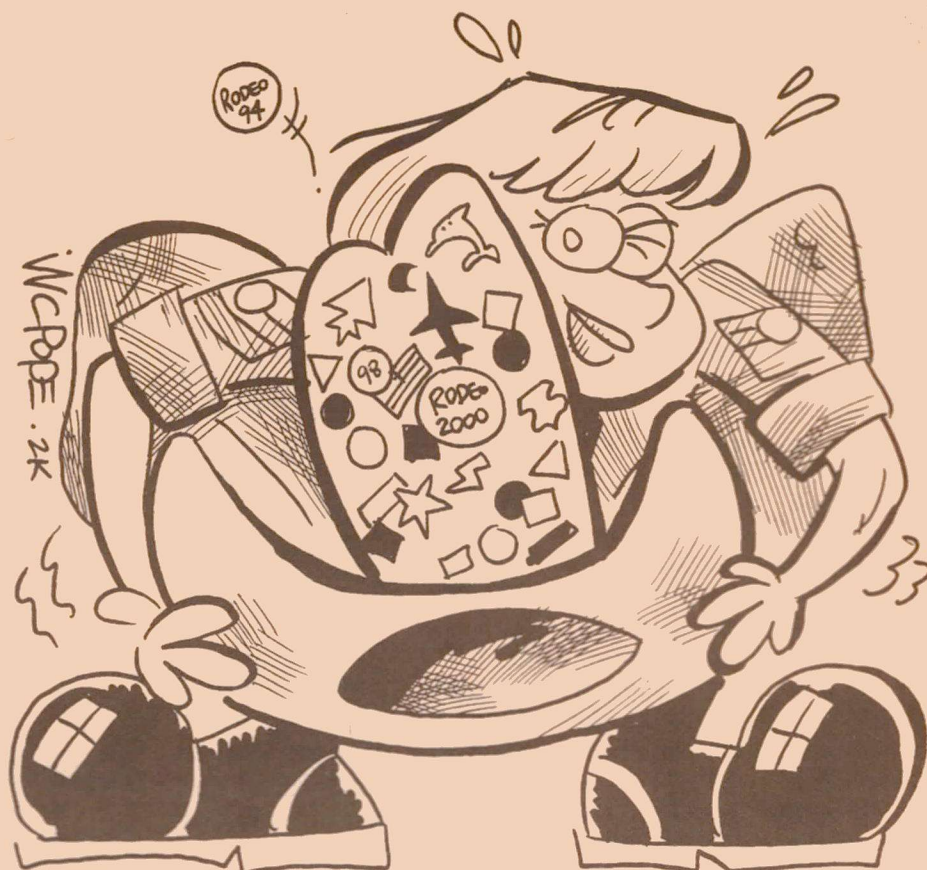
Speaking of "wrong names," will the real "Dick Gabe" please stand up?

Apparently, several team members from the 934th Airlift Wing (Reserve), Minneapolis ARS, Minn., wanted to be just like their team chief, Maj. Richard Gabe, so they opted to go with his name on their bright purple and yellow name tags.

Another urge that's hard to resist is for team members to place stickers on the giant scoreboard, the Pope Rodeo commander's humvee and just about



Grand Forks
AFB, N.D.,
has Viking
power!



anything else that doesn't move.

Some traditions are not so visible, as Canadian team member, Mike Toth, said their "long and varied tradition, of which they proudly bring to Rodeo, is to be the unit that has the most fun."

Still, there's tents decorated in Dodge City with hula-hoops, inflatable swimming pools, Christmas lights, parachutes, foosball tables and more.

"The host unit usually has the best tent," said Toth. "That's where everyone likes to hang out."

But, the internationals hold their own with the Turkish contingent bringing

along a mini market, complete with trinkets native to their homeland and plenty of music, while the French sporting their own café of fine cheeses and meats.

If that's not enough to make for friendly conversations, there's always teams who try to boast the most such as the 615th Air Mobility Operations Group, Travis AFB, Calif., who claim, "We are the 'mojo.' There is none other."

"It's all in good fun," said SSgt. Doug Murphey. "We've got to talk it up so we can be competitive and really focus. But, in the end, we're here to have a good time."



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Chuck wagon delivers water

By SSgt. Eric Grill
Rodeo Roundup staff

It's hot, real hot. And on the flightline, it's Africa hot.

Waging a battle between man and Mother Nature on the flightline is the chuck wagon and the Rodeo Wranglers who deliver feed and water.

Working on the flightline, maintainers can't just leave to go get a meal or cold water, said Don Fellers, director of support for Rodeo. So, Rodeo planners derived the plan to bring those necessities to the maintainers.

"Safety was our primary concern," Fellers said. "No one wants the competitors to fall-out from the heat or dehydration. We thought it was critical that those maintainers on the line were taken care of."

Fellers heard about all the different teams trying to get water buffaloes to store water on the flightline, he thought the water would just sit out there and get very hot. So, he came up with a plan to procure the bottled water.

"We thought it was critical that those maintainers on the line were taken care of first," he said. "It's more important to have food and water out there. Then we can take



SSgt. Steven Pearsall

The Services' chuck wagon circles the troops to bring much-needed food and water.

care of everyone else."

The wagon is a converted Chevy 1-1/2 ton flatbed truck dressed up to look like an authentic chuck wagon from the 1800s minus the horses, of course. It goes to all locations on the flightline and delivers cold bottled water and as much as 50 box lunches per trip, Fellers said.

"Our motto is that if you take care of the people, they will take care of

the mission," Fellers said. "The whole purpose of having the chuck wagon is service. It's not something that's new, and it isn't something that we do just for rodeo, but it is something that we'll continue to do, take care of our airmen."

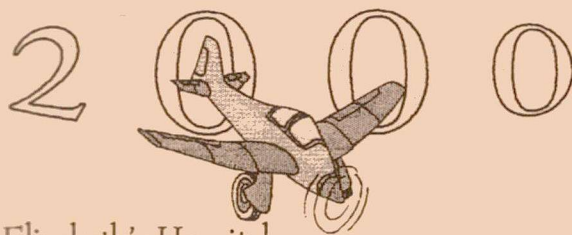
Fellers said the 43rd Services Squadron and the people who actually made the chuck wagon, the 43rd Logistics Group, stepped up to the plate and

made (the chuck wagon) possible.

"The Services folks are the ones who make the food, and make sure we have the water to deliver to the troops," Fellers said. "I spent three hours on the phone (Monday) just to get some ice."

Fellers estimates that because of the hot weather, Rodeo competitors will consume 60,000 to 65,000 bottles of water during Rodeo. *

Good Luck Team Scott
In the Rodeo



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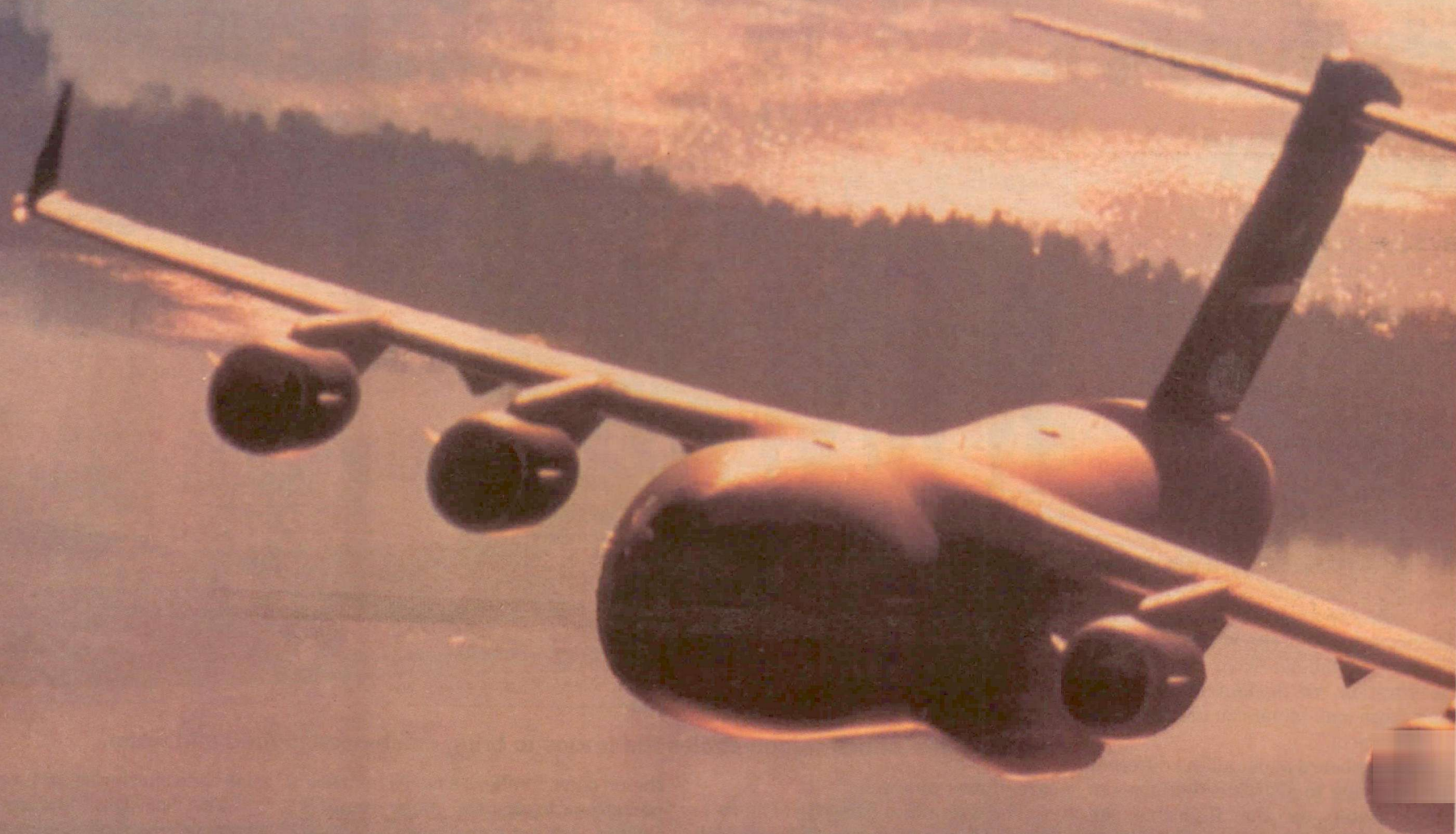
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