

THE Airstream



*Area C -130 Units See
910th Night Life*

Follow your roadmap to diamond fields

Maj. Judy M. Kellar

910th PERSCO Team Chief

Recently, I was intrigued by a true story - with its ageless moral. The story was about a farmer who lived in Africa and, through a visitor, became tremendously excited about looking for diamonds. At this time, diamonds were already discovered in abundance on the African continent and the farmer got so excited about the idea of millions of dollars worth of diamonds that he sold his farm to head out to the diamond mines. He wandered all over the continent, and as the years slipped by, he constantly searched for diamonds or wealth, which he never found.

Eventually he went completely broke. Desolate and full of despair, he threw himself into a river and drowned.

Meanwhile, the new owner of his farm picked up an unusual looking rock about the size of a country egg and put it on his mantle as a sort of curiosity. A visitor stopped by and upon viewing the rock practically went into convulsions. He told the new owner of the farm that the funny looking rock on his mantle was about the biggest diamond he had ever seen. The new owner of the farm said, "Heck, the whole farm is covered with them," and sure enough it was.

The farm is now known as the Kimberly Diamond Mine, the richest the world has ever known. The original farmer was literally standing on his own "Acres of Diamonds" until he sold his farm.

The moral for us to learn and teach others is that each of us has our own "Acre of Diamonds." We only need to realize it, choose our journey carefully, seek out and develop the ground we are standing on, the gifts we are born with, accent our strengths, and find ways to learn, trust, give, and receive support from others.

Well, to use a road trip analogy, our trip through 2004 is now over.

Where are you standing? Where is the destination you seek, and how are you doing at getting to that destination? In highway terms, people start on the road to their destinations but, somewhere along the road, they just pull off, stop the car, and say, "this looks like a nice place to stop for a while."

They may pause with the best of intentions. They may need a breather, or there's something that demands their attention. However, once you spend an inordinate amount of time at these "rest areas," it's easy to start acting like you have no where else to go.

We were not born to remain at the "rest areas" of life. We were made,

and meant, to accomplish something. In our mapped journey, some people know exactly where their final destinations are, while others are just looking for an intermediate spot. Perhaps your diamond field of opportunity is exactly where you are standing or somewhere still along the road.

Recently, I decided to walk through a park located near my home. I drive by it every day on my commute home from work, but this time, I stopped and decided to enjoy the fall colors. I sat on a bench, looking at the surroundings, and it amazed me how my mind began looking and evaluating the events from a different viewpoint.

I believe that our physical surroundings can influence our thought patterns. Change the physical surroundings, and the mind starts changing thoughts as well. When we stay in the same place for days or years on end, our minds get "settled." We think of things in "predictable" ways. We choose predictable solutions, look at life from predictable vantage points, and make predictable decisions. Choosing different physical places to evaluate our lives and re-map the progress gives us better perspectives and may change our points of destinations. As you make decisions on your journey, take the time for a short walk of inner reflection and review before you make any major changes.

Life is not a coincidence and opportunities do not just "come along." They are with us all the time. We just have to feel the excitement, use our imaginations, trust our instincts, carve out our creative talents, collect the senses, and believe in ourselves.

And so, with the close of one year and the beginning of another, it's time again for a brief analysis of what matters most, where you've come this year, where you're going, and how far you are on the road to getting there. Make some discoveries of what is around you, take stock of your journey, make certain you're on the right road, and get back on track if you're not. Most importantly, if you're stuck at a "rest area" in your life, it's time to quit sitting there, and get back in the travel lanes toward destination success. Your diamond fields of successes are anywhere you find them. Enjoy your life's journey.



Maj. Judy M. Kellar

The 910th Airlift Wing will be conducting a base-wide mobility exercise April 7-10 at Youngstown Air Reserve Station. The following training item is from AFMAN 10-100, Airman's Manual, and can be used to prepare for the exercise or any real-world deployment.

Prepare for Deployment

There are many things you can do to prepare for a deployment even days, weeks, and months before you may be tasked to depart. Don't wait until the last minute to prepare. Here are a few of those actions you can do early:

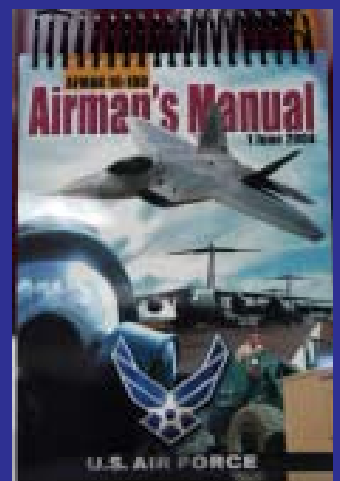
Review the following:

- Review Force Protection Conditions (FPCON) actions
- Alarm Conditions
- Mission Oriented Protective Postures (MOPP)

- Individual protective actions
- Self-aid and buddy care actions
- Deployment actions such as medical preparations, mobility bag issue, and personal requirements

Home Station or prior to Deployment:

- Carry or have immediate access to this manual
- Inspect your individual protective equipment paying particular attention to your mask
- Verify you have your eyeglasses and protective mask inserts



...So the new uniforms should be camouflage in shades of blue. Like the sky. As in Air Force. Get it?

TSgt. Shawn David McCowan
Airstream Editor

The recent search for a distinctive Air Force utility uniform taught me something about the senior leadership of our great Air Force.

Last year the senior leadership of the Air Force at the pentagon decided to come up with a new utility uniform for the Air Force. In addition to providing us our own distinctive look it was supposed to save money and time spent on dry-cleaning and maintenance. We've all been called 'soldiers' before in public settings while wearing our BDUs and refresher sensitivity training was getting expensive.

Instead of testing something obvious like flight suits or solid blue BDUs, a navy-blue, powder-fresh-blue and Northeastern-Ohio-sky-grey was put onto tiger-striped patterned pajamas that harkened back to those glorious days of Vietnam. They topped off the utility uniform with a Marine-style hat.

In the end we would have actually been distinguishable by the angry red tint to our faces. Instead of hearing, "Look, mommy, it's the Army," we'd hear, "Look, mommy, it's the Navy." If one of those things actually got issued to me, I knew my career would be over since I swore I'd modify my salute to make a slash motion across my neck instead of poised at my eyebrow.

In order to get opinions from Airmen who saw the uniform, an online survey was conducted. I got one look at some Airmen

wear-testing it, mistook them for Eminem's backup posse in street gear and I was on that survey site begging for a blue flight suit and decided to wear blues for the rest of my military career.

Suddenly, after a year of wear testing, a modified, (and possibly final) iteration was unveiled and I prepared myself for the worst. I imagined a pastel color array that would allow us to hide in a flower bed at Hickam Air Force Base. As tears welled up from the approaching migraine, I chased two Excedrin with day-old coffee and clicked on the hyperlink to view my new jammies.

Instead, the blues and grey were more subtle, the pattern was digitized and the hat was no longer "Marine-ated." Did they really hear the cries of the masses who had to stand at attention in these things? After a year of skepticism and apprehension that my Air Force was going to look like commando Smurfs, whole-hearted relief washed over me.

The Air Force Uniform Board used submissions and suggestions to make the design something that served their purposes and we could be proud to wear. I was sure the feedback form was being forwarded to someone at an Air Force base closed by BRAC, but I hoped that I was wrong.

Maybe blue flight suits would be more obvious, but I think we should all be happy with our uniform board leaders who took the time to get it right.

Or maybe it's just part of the "cross into the blue" campaign.

At least their hearts were in the right place...

Other failed uniform changes through Air Force history

(This segment is a fictional parody; the U.S. Air Force never considered any shade of grayscale uniform.)

Gen. Curtis LeMay pushed hard to add a few optional uniform items. Although binoculars briefly became optional, the cigar never became a mandatory item.



Preparing for takeover by the Postal Service, shorts and pith hats were tested until every test-wearer reported being beat up.

The fledgling Air Force decided to create a distinctive service dress uniform and the Army quickly volunteered to help. The Army's idea for an attached hat failed as they didn't accommodate space for a head.



More advanced flight suits were needed for greater speeds and altitudes. Early iterations focused on comfort until certain materials drastically shrank at high altitudes.

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On the cover...

Crews from four C-130 squadrons gathered here in December to spend their evenings training on assault landings using NVGs. Trainers flew with crews as they went from book-training to "on-the-job" training. Photo by TSgt. Shawn David McCowan.



MSgt. Bryan Ripple

Maintaining over 2,800 military medical and dental records is a big task—and a very important one. SrA. Michelle Euard

takes great care to maintain accuracy and the privacy of each individual who has medical records stored at the Medical Sq.

Med squadron technicians treat medical records with care

MSgt. Bryan Ripple
NCOIC, Public Affairs

The 910th Airlift Wing has around 1,400 members assigned. Each member has a military medical record and a dental record at the medical squadron. With around 2,800 total records to maintain, it's extremely important that it be done accurately, and in accordance with several laws and DOD guidance.

That's where the 910th medical administration technicians come in. As the health circumstances of military service members may change often, there are constantly new forms and other documents sent in from personal physicians and dentists. There is no room for error when dealing with someone's health history.

"There is a lot of organization required to be effective at this job," said Senior Airman Michelle Euard, a medical administration technician at the 910th Medical Squadron. "Everyone has the right to privacy of their medical records and we will maintain that," she said.

These are the reasons why there has to be one central place to store the records and maintain them.

According to Lt. Col. Mary Ellen Burke, 910th Medical Squadron Administrator, military health records are the property of the United States government and Federal law requires that all military medical records remain within the Medical Treatment Facility (MTF). The

records include outpatient records, inpatient records, extended ambulatory records, fetal monitoring strips, mental health records, and dental records.

Each record must be available for the proper and appropriate health care. It must also be available for potential audits from accrediting agencies like the Joint Commission on Accreditation of Healthcare Organizations (JCAHO).

The information contained in the record belongs to the patient and each patient has the right to this information. Each patient can request certain copies of pertinent documents for other consultations outside the MTF. This request must be in writing from the patient or their legal representative. The only other requests that can be made without the patient's consent are through a subpoena, a court order, or a request by a public health or a national security representative. All disclosures/releases of information authorized by the patient must be documented in the health record.

Patient privacy concerning medical records is protected by the Privacy Act of 1974, the Health Insurance Portability and Accountability Act (HIPAA) of 1996, the Public Health Service Act, the Drug Abuse Offense and Treatment Act, the Freedom of Information Act, and the Patient Self-Determination Act (PSDA). Each act includes directives for medical treatment facilities to follow in ensuring all of the patient's rights concerning medical records are followed.

Reserve firefighter wins AFRC 'Get One' award

MSgt. Bryan Ripple
NCOIC, Public Affairs

When Maria Naylor graduated from Matthews High School here in Vienna, Ohio in June 2003, she was planning to join the active duty Air Force.

Then, her life's circumstances changed. A couple of her family members were experiencing illnesses severe enough to cause her to want to be close to home more often.

She then decided to become a member of the Air Force Reserve here at her hometown unit, the 910th Airlift Wing. She signed up Sept. 2, 2003 and was soon off to basic training and firefighter tech school to become an Air Force Reserve firefighter. She graduated from tech school May 28, 2004 at Goodfellow Air Force Base, Texas.

"I like everything about the Reserve," said Senior Airman Naylor. "The people I work with are great, and the whole experience has been enjoyable so far," she said.

Airman Naylor likes the Air Force Reserve experience so much she's not a bit shy about telling all her friends and family members about it. Her ability to refer people she knows to the Air Force Reserve recruiters resulted in five new accessions for the 910th in 2004, resulting in Airman Naylor being named one of Air Force Reserve Command's top "Get One" performers for FY 04.

Get One is a referral program that gives reservists a way to refer potential recruits to the Air Force Reserve. As a top performer in the Get One program, Airman Naylor received a Get One plaque, an AAFES gift certificate, and public recognition during the Civil Engineer Squadron Commander's Call during the January UTA.

Just because she's helped five of her friends join the unit already, doesn't mean she's through either.

"I'm still working on a couple other friends and cousins," the 19-year-old reservist said with the confident look of a Reserve recruiter.



Senior Airman Maria Naylor loves to tell her friends about the Air Force Reserve. She referred five people who became new accessions for the wing in Fiscal Year 04.

While not busy telling someone else about the Reserve program, Airman Naylor has been putting some time in at the base preparing to go TDY for training at the Civil Engineer Silver Flag exercise with other firefighters from the 910th at Atlanta, Ga., and Tyndall Air Force Base, Fla.

Airman Naylor is also looking into furthering her education at Youngstown State University or ITT Technical Institute. No matter where she chooses to continue her education, she's sure to tell everyone about the Air Force Reserve.

910th Airlift Wing 2004 'Of the Year' Award Winners



Senior NCO of the Year
SMSgt. Susan H. Kintz
757th Airlift Squadron

NCO of the Year
TSgt. Jeffrey A. Jorinscay
910th Communications Flight



First Sergeant of the Year
MSgt. David R. Hendricks
910th Logistics Readiness Sq.



Airman of the Year
SSgt. Kelly A. Turner
910th Mission Support Flight

In for the long haul

TSgt. Shawn David McCowan
Public Affairs Specialist

A seemingly endless line of people flowed into the Aerial Port hangar at the Youngstown Air Reserve Station. Overcrowded in the briefing room, all faces were full of smiles while they waited patiently to honor Chief Master Sergeant John Russell, Jr. After nearly 40 years with the Air Force, he was about to call it a career and his co-workers, past and present, wanted him to know he'd be missed.

Chief Russell came from a family with military in their blood, but none would spend the majority of their life serving their country like he did.

Just weeks after the end of the second World War, John Russell, Jr., was born in Bristol, Va. His father, John, Sr., was deployed with the Navy when he was born. Eventually he returned home and began working in operations for the railroad. Of John, Jr.'s seven brothers and one sister, his oldest sibling, George, would serve four years in the Air Force, while the youngest, James, would be a paratrooper in the Army.

John, Jr. graduated high school in 1963 and joined his father working on the railroad. But after a couple of years on the rails his heart led him to join the military.

"There were a lot of people being sent away to serve our country and I felt I needed to be part of that support of America," said John, Jr.

His military career began in the fall of 1966, while the escalation of tensions in Vietnam was a frightening new reality.

Once he graduated from Air Transportation School at Sheppard Air Force Base, Texas, in Nov. 1965, his first assignment was with the Aerial Port Squadron at



Courtesy Photo

Chief Russell spent most of his final year of service in Kuwait with Aerial Port Operations.

McGuire AFB, N.J. By then the Vietnam War was nearly in full swing and John, Jr. was sent to the 14th Aerial Port Squadron at Cam Rahn Bay Air Base in the Republic of South Vietnam from July 1966 until July 1967.

He spent the next two years in Charleston, S.C. with the 437th Aerial Port Squadron at Charleston AFB and at Clark Air Base in the Philippines.

During these busy years he also married his wife, Jeanne and they had three children.

Russell decided to leave the Air Force and return for work on the railroad back in S. Carolina. He worked there in operations for a few years but once again the desire to serve his country was in his blood.

In March 1972 he became a Reservist and, as a Staff Sgt., was assigned to the 84th Aerial

Port Squadron in Greenville, S.C. In 1977 he spent just under two years as a safety superintendent with the 512th Airlift Wing at Dover AFB, Del. During his time there he restructured the APS and safety program.

In February 1979 John, Jr. got a new assignment as safety superintendent, 910th Tactical Fighter Group at Youngstown ARB, Ohio. He would spend the rest of his military career as a Reservist with the 910th.

1981 was a big year for changes at the 910th. Two of the biggest changes were the arrival of the C-130 mission and the creation of the 76th Aerial Port Squadron. Russell was a charter member named the Non-Commissioned Officer in Charge of Operations at the new 76th APS.

In 1983 he reached his final promotion to Chief. But it turned out to be only the halfway point in his military career.

That same year he accepted a civilian position as safety superintendent at Wright-Patterson AFB near Dayton, Ohio.

Many members of the 76th Aerial Port Squadron were activated during Operation Desert Shield and Desert Storm between November 1990 and May 1991. Chief Russell once again lent his time and skills as Aerial Port Operations Manager at Ramstein AB in Germany.

Beginning in December 2003 Reservists from the 910th experienced the largest mass activation in their 45-year history when nearly 500 people were called to active duty.



Courtesy Photo

From February through December 2004 Russell (far left) was deployed to Kuwait City International Airport, Kuwait, as the Aerial Port Flight Chief/ Operations Manager with the 5th Expeditionary Air Mobility Squadron.

Many of those activated were quickly deployed to the Middle East while the rest remained at their home station.

Chief Russell once again answered the call to duty in 2004 and deployed to Kuwait, serving there for 10 months in support of Operations Iraqi Freedom and Enduring Freedom.

Central Command sometimes visited Russell's APS operation for efficiency ideas. They saw his unit as the most effective operation in the Area of Responsibility, among all active duty, Guard and Reserve units.

One of their less glamorous tasks was Mortuary Operations to process the remains of fallen troops for deployment back to the U.S.

"I was overwhelmed with how many containers with remains were coming through. Although the largest amount of deceased to process through at once was 23, it almost seemed impossible that so many of our own troops were being killed."

His troops held a brief ceremony for every arrival and departure of remains to honor their sacrifices.

During his stay in Kuwait, his crew handled 8,000-10,000 tons of cargo and 72,000 troops per month.

Senior Master Sgt. Rex Neff, a co-worker of Chief Russell's who also worked with him in Aerial Port Operations at both

the 76th APS and in Kuwait, said he'd never known a more respectable supervisor.

"People just know they can go to him for anything. I saw troops in Kuwait who'd only known him for a day go straight to him with some things. He's that approachable and respectable," said Sergeant Neff.

When he got home, the next plans to be made were for his retirement ceremony and dinner party. Nearly forty years of service tends to build a long list of friends.

At Chief Russell's retirement ceremony, all of the former 76th APS commanders and

many of his retired former commanders and co-workers were in attendance.

One of those attending and speaking was Maj. Gen. James D. Bankers, commander of 22nd Air Force, former commander of the 910th Airlift Group and longtime friend of Chief Russell.

"John [Russell] genuinely loves his work here and loves his troops. Everyone who worked with him knows it. This room is filled with former commanders, chiefs and co-workers. I think that says a lot about him all on its own," said General Bankers.

Toward the end of the ceremony, the humorous and sometimes touching tribute to a man whose career spanned two-thirds of Air Force history was too much for the Chief.

Just a moment into his farewell remarks, thanking his troops for their support and service that made his career enjoyable, his eyes overflowed with tears and his voice was caught up in emotion.

After a silent moment of tears, he was surrounded by friends and met with hugs.

Even though his military journey is over, he still has plans to serve those around him. Betraying his age, he hopes to start a new venture as a handyman for retired people.

"I'm going back to New Mexico to finish my civil service job. I'd like to settle on some lake property in Abbeyville, S.C. and start a handyman service for the elderly. I already started collecting some of the basic items I'll need to start."

Once again smiling beneath hair that's more salt than pepper, Chief Russell prepared to begin yet another chapter in the journey of his life.



TSgt. Shawn David McCowan

During his address at Chief Russell's retirement, General Bankers said that he'd never met someone who cared so much for the people he worked with.

Gen. Tanzi selected as AFRC Vice Commander

1st Lt. Lance Patterson

Air Force Reserve Command Public Affairs

ROBINS AIR FORCE BASE, Ga. – Maj. Gen. David E. Tanzi returned to Air Force Reserve Command headquarters here in January to serve as vice commander of Air Force Reserve Command.

He replaces Maj. Gen. John J. Batbie Jr., who retired after he relinquished his post to General Tanzi Jan. 21.

General Tanzi previously commanded 10th Air Force, Naval Air Station Joint Reserve Base Fort Worth, Texas.

Before that assignment, he was director of plans and programs at Headquarters AFRC, here, from February 1999 to March 2002.

Other assignments include:

Commander of the 419th Fighter Wing, Hill AFB, Utah, from July 1993 to February 1999.

Commander of the 906th Fighter Group, Wright-Patterson AFB, Ohio, from July 1987 to July 1993.

Deputy commander for operations and later commander of the 917th Tactical Fighter Group, Barksdale AFB, La., from December 1985 to July 1987.

As the vice commander of the Air Force Reserve, General Tanzi will oversee AFRC daily operations.

General Tanzi is a native of Hanover, N.H. He entered the Air Force through the Ohio Air National Guard in 1968 and earned his wings in 1970. As a fighter weapons school graduate, he has held several supervisory and command positions to include serving as a squadron, group and wing commander.

General Tanzi is a command pilot with more than 4,500 flying hours in several fighter aircraft. He flew combat missions over northern Iraq in support of Operation Provide Comfort II.

The general retired from civil service Dec. 3.

He is now a full-time reservist in the Active Guard and Reserve program.



Maj. Gen. David E. Tanzi

2005 Reserve Pay for Four Drills Years of Service

	Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 24	Over 26
O-7	888.80	930.08	949.20	964.40	991.88	1,019.00	1,050.44	1,081.80	1,113.20	1,211.92	1,295.28	1,295.28	1,295.28	1,295.28	1,301.84
O-6	658.76	723.72	771.20	771.20	774.12	807.32	811.72	811.72	857.84	939.40	987.28	1,035.12	1,062.36	1,089.88	1,143.40
O-5	549.16	618.64	661.48	669.52	696.20	712.24	747.40	773.20	806.48	857.48	881.76	905.76	933.00	933.00	933.00
O-4	473.84	548.52	585.12	593.28	627.24	663.68	709.00	744.36	768.88	782.96	791.16	791.16	791.16	791.16	791.16
O-3	416.60	472.28	509.76	555.76	582.36	611.56	630.48	661.60	677.76	677.76	677.76	677.76	677.76	677.76	677.76
O-2	359.92	409.96	472.16	488.12	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16	498.16
O-1	312.48	325.20	393.08	393.08	393.08	393.08	393.08	393.08	393.08	393.08	393.08	393.08	393.08	393.08	393.08
O-3E	0	0	0	555.76	582.36	611.56	630.48	661.60	687.80	702.80	723.28	0	0	0	0
O-2E	0	0	0	488.12	498.16	514.04	540.76	561.48	576.88	576.88	576.88	0	0	0	0
O-1E	0	0	0	393.08	419.84	435.32	451.16	466.76	488.12	488.12	488.12	0	0	0	0
E-9	0	0	0	0	0	0	520.16	531.96	546.80	564.32	581.88	610.12	634.00	659.16	697.56
E-8	0	0	0	0	0	425.80	444.64	456.28	470.28	485.40	512.72	526.56	550.12	563.20	595.36
E-7	296.00	323.08	335.44	351.84	364.60	386.60	398.96	411.28	433.28	444.32	454.76	461.16	482.72	496.68	532.00
E-6	256.04	281.68	294.12	306.20	318.80	347.24	358.28	370.56	381.32	385.16	387.76	387.76	387.76	387.76	387.76
E-5	234.60	250.28	262.36	274.76	294.04	310.64	322.88	326.76	326.76	326.76	326.76	326.76	326.76	326.76	326.76
E-4	215.04	226.08	238.28	250.36	261.04	261.04	261.04	261.04	261.04	261.04	261.04	261.04	261.04	261.04	261.04
E-3	194.16	206.36	218.80	218.80	218.80	218.80	218.80	218.80	218.80	218.80	218.80	218.80	218.80	218.80	218.80
E-2	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60	184.60

AF Instant Messenger system begins

Airmen at home station or a deployed location can now instant message with their friends or loved ones from any internet connection.

Friends and Family Instant Messenger (FFIM) is available through the AF Portal and accessible from work or home using only an Internet browser. Airmen can sponsor up to five friends and family by providing only their name and e-mail address. The portal then generates e-mail to those individuals, inviting them to log on and get their own specially configured account.

FFIM is secure, reliable, and low bandwidth, utilizing text only messages and standard encryption. FFIM was tested in SWA for two months prior to full deployment in December and feedback has been overwhelmingly positive. As with all communication, OPSEC rules apply.

To create an account for your friend or family, login to the AF Portal at <https://www.my.af.mil>. Choose My Profile, then Manage Your Friends and Family Instant Messenger accounts.

Understand TRICARE benefits

The TRICARE Smart product, TRICARE Transitional Health Care Benefits Booklet was updated on Dec. 30, 2004.

To view the details of the product, please visit:
<http://www.tricare.osd.mil/TricareSmart/>

Transitional Health Care Benefits has been revised for 2005 and is now available on Smart site. Understanding your health care benefits as you transition from active duty doesn't have to be complicated. Use this brochure to learn if you're eligible for the Transitional Assistance Management Program (TAMP) or the Continued Health Care Benefits Program (CHCBP).

myPay usage is now mandatory

On Nov. 29, 2004, Maj. Gen. John Batbie, the then Air Force Reserve Vice Commander, signed a policy letter directing mandatory use of MyPay. This requirement applies to both military and civilian members within AFRC. The civilian use was contingent upon the local union's approval which has been accomplished. The MyPay website is <https://mypay.dfas.mil/mypay.aspx>.

Hardcopy LES's were still available throughout January 2005, but will be discontinued after that. Electronic W-2's will not be mandatory this year and they will continue to be mailed out as in prior years. However, electronic W-2's are available on myPay and are accepted by the IRS. There will be instances where the elimination of the hardcopy LES will cause a hardship. For these members there is a process in place which allows them to continue receiving the hardcopies. All they need to do is contact their reserve pay office. These instances should be very few. Deploying reserve members have two options for receiving earning statements: they can have an "information only" PIN established for their spouse or they may elect to turn the hardcopy LES back on within myPay. For those members on base without access to a computer, there will be a computer available in both the finance office and the civilian personnel office. We are also expecting to receive at least one KIOSK this year that will be located at an easily accessible location that will be configured to access the myPay website. For those members without a myPay personal identification number (PIN), you can request one from the myPay website listed above or from the finance office.

For additional information, please contact Mr. Ernie Talerico, Financial Services officer at 330-609-1205.

February 2005

Singers needed for Black History Worship

Singers are needed for a Black History Month Worship Service scheduled for Sunday, Feb. 6, 2005 at the base chapel.

The service will begin at 1 p.m. and last approximately 45 minutes.

A rehearsal for the event will be held at the base chapel Saturday, Feb. 5 beginning at 5:30 p.m. Anyone interested in singing at the service should contact MSgt. Brenda Peeples at 330-609-1409 or TSgt. Les Hawkins at 330-747-6144.

All personnel from the 910th Airlift Wing are invited to attend the service.



MSG Commander Bronze Star medal

Col. Robert W. Belknap, commander of the 910th Mission Support Group, was presented the Bronze Star Medal Jan. 9 by Maj. Gen. James D. Bankers, commander of 22nd Air Force.

Col. Belknap distinguished himself by meritorious achievement while deployed as the commander, 376th Expeditionary Mission Support Group, Manas Air Base, Kyrgyz Republic, from March 4, 2004 to June 2, 2004.

While deployed, Col. Belknap forged a combat support team of over 850 Airmen, civilians and contractors that provided around the clock support to a Coalition Force engaged in the destruction of Al Qaeda and Taliban terrorists in Afghanistan. Under his command, the 376th AEW successfully completed a one million gallon fuel farm expansion in only 15 days. This expansion allowed the wing's KC-135 tankers to provide 12 million gallons of fuel to close air support and combat strike missions operating over the skies of Afghanistan while at the same time supporting over 400 combat delivery missions and 1,350 combat support missions delivering 10,000 United States Marines and soldiers and 9,000 tons of critical combat materiel to forces engaged in combat.

The significant terrorist and criminal threats against the base were mitigated through enhanced force protection measures, ensuring the safety of combat support resources valued at over \$1 billion, 1,100 permanent party residents and 20,000 combat troops transiting through Manas Air Base on their way to and from combat lines in Afghanistan.



Maj. Gen. Bankers pins the Bronze Star Medal on Col. Belknap

Second-half Mac attack

Macs stage huge comeback to claim basketball title

TSgt. Ken Sloat
Public Affairs Specialist

In a rough and tumble, up and down the court basketball game, the 910th Maintenance “Macs” team beat back the hard-nosed offense of the 910th Services Squadron to earn top honors in the intramural basketball championship at the base recreation center on the January UTA.

Although they hit the scoreboard first, Services had to work hard to maintain their lead under the constant attack of the Macs offense. The action, and the scoreboard leader, went back and forth between the two season champions. Services struggled at the free throw line hitting just one of eight tries while the maintainers made two of their four attempts.

Mark Stephens, the first-half high scorer for the Macs team, hit two from the outside to earn 6 points while Phillip Golden, the high scorer for Services, ended the half with 11. And as the seconds ticked away towards the end of the first period, Services snuck ahead to gain a 22-13 lead.

After a rousing half-time pep talk from Shawn White, the Maintenance coach, the Macs came back on the court with their game ready to go. The battle continued in a game more physical than either team was accustomed to playing.

Mac’s Michael Golden hit four of his five free throws and earned 6 points at the net. But, with just seconds remaining, the

new star of the Macs road show, Marcus Boykin, stole a final game winning shot from the Services defense to put maintenance in front by just two.

“We had momentum in the first half,” said Services coach Stephanie Welhouse. “But, after the first half we just lost it.”

Joseph McRae from the Services team agreed, saying “We just ran out of gas.”

Although Services struggled for the comeback, the Macs fought them back and held the lead to earn the season title with a 40-38 victory.

TSgt. Ken Sloat



MSgt. Bryan Ripple

Services free-throw problems equalled missing seven shots; more than the difference in the final score.



TSgt. Ken Sloat

Although the Golden's say there's no hard feelings between them, Services' Phil says he looks forward to next season.

NEWCOMERS

Please welcome the following new Air Force Reserve members of the 910th Airlift Wing:

Staff Sgt. Daniel A. Ayres, 910th Aircraft Maintenance Sq.
Staff Sgt. Thomas J. Drummond, 910th Medical Sq.
Staff Sgt. David A. Pastorius, 910th Airlift Wing
Senior Airman Chico A. Rhasiatry, 910th Maintenance Sq.
Senior Airman Norman Hugh Yager III, 910th Security Forces Sq.
Airman 1st Class Lyndsay N. Klink, 910th Maintenance Sq.
Airman 1st Class Marlene R. Medvec, 910th Maintenance Sq.
Airman 1st Class Amanda J. Muldovan, 910th Maintenance Sq.
Airman 1st Class John P. Reynolds, 910th Security Forces Sq.
Airman 1st Class Sara M. Vanloon, 910th Maintenance Sq.

RETIREMENTS

Chief Master Sgt. John W. Russell Jr., 76th Aerial Port Sq.
Senior Master Sgt. Dale R. Conner, 910th Logistics Readiness Sq.
Senior Master Sgt. Lawrence F. Firmi, 910th Security Forces Sq.
Master Sgt. Maureta E. Bohon, 910th Mission Support Flt.
Master Sgt. Terry M. Jude, 76th Aerial Port Sq.
Master Sgt. Mark A. Nibert, 910th Maintenance Sq.
Master Sgt. Randall J.C. Pritschau, 773rd Airlift Sq.
Master Sgt. James N. Siebenaller, 910th Logistics Readiness Sq.
Master Sgt. Frank J. Troy Jr., 910th Airlift Wing
Tech. Sgt. Ivan D. Bennett, 910th Maintenance Sq.
Tech. Sgt. Dean T. Robinson, 910th Maintenance Operations Flt.

PROMOTIONS



Christopher F. Jordan, 910th Security Forces Sq.



Erzsebet C. Brode, 910th Medical Sq.
Howard Dukes, 910th Maintenance Sq.
James J. Eaton Jr., 910th Logistics Readiness Sq.
Charles J. Erbs, 910th Medical Sq.
Dolphos J. Henderson, 910th Operations Supt. Sq.
John M. Javorsky, 910th Maintenance Sq.
Charles Kocanjner, 910th Mission Supt. Group
Thomas C. Shikner, 910th Medical Sq.



Steven D. Barton, 910th Security Forces Sq.
Julie A. Guldin, 910th Maintenance Sq.
Jeannette D. Holland, 757th Airlift Sq.
Lawrence R. Mulder, 910th Communications Flt.
Ernest P. Raeon Jr., 910th Services Sq.
John F. Shawgo Jr., 910th Maintenance Sq.
Mark E. Topp, 910th Maintenance Sq.
Cynthia E. Wilson, 757th Airlift Sq.



Andrew D. Ford, 910th Maintenance Sq.
Shawn L. Froehling, 910th Maintenance Sq.
Khaleef R. Graham, 910th Mission Supt. Flt.
Eugene M. Jones, 910th Medical Sq.
Nickolaus Lockard, 910th Maintenance Sq.
Kenneth M. McMahon, 910th Medical Sq.



Benjamin K. Atkins, 76th Aerial Port Sq.
Marcus A. Boykin, 910th Maintenance Sq.
Anthony D. Demyan, 910th Security Forces Sq.
Robin M. Duffield, 910th Services Sq.
Dayton D. Eckart, 910th Security Forces Sq.
David J. Evers, 910th Maintenance Sq.
Michael R. Hollows, 910th Airlift Wing
Nicholas J. Karakaian, 910th Maintenance Sq.
Justin M. McGinnis, 910th Maintenance Sq.
Christopher J. McMenamin, 773rd Airlift Sq.
Miguel A. Mercado, 910th Security Forces Sq.
Diana M. Mobley, 910th Maintenance Sq.
Anthony M. Palestro, 910th Civil Engineer Sq.
Jessical L. Paradis, 910th Airlift Wing
John M. Stromp, 910th Medical Sq.
Eric D. Wrenn, 76th Aerial Port Sq.
Cathleen E. Young, 910th Services Sq.



Mem D. Sanders, 910th Civil Engineer Sq.



Snowy Job

TSgt. William F. McDonald, a maintenance technician with the 910th Maintenance Squadron, works on the radar of a C-130 on a snowy Youngstown Air Reserve Station flightline during the January UTA.

Feb. 5-6, 2005 UTA Pay Date

Feb. 15, 2005

910th hosts first Reserve,
Guard NVG assault runway
training for area C-130 bases

All in a night's work

TSgt. Shawn David McCowan
Public Affairs Specialist

The 910th Airlift Wing added to its long list of "firsts" Dec. 13 when C-130s from four other regional Reserve and Air National Guard bases arrived for four days of assault runway training while using Night Vision Goggles (NVGs).

This assault training was the first time a Reserve unit had hosted an assault runway NVG event, and the 910th wanted to make sure it got things right.

They invited a group of Guard and Reserve instructors from the Advance Airlift Tactics Training Center at the 139th Airlift Wing, St. Joseph, Mo, to oversee the actual training process.

Col. Tim Thomson, 910th Airlift Wing commander, was on hand to brief the crews



Chief Master Sgt. David Kane, from 757th Airlift Squadron, makes a final adjustment to his NVGs before their first training flight gets underway.

and see the training get underway. Heavy snows blanketed the area and training was moved to begin the next day.

"We're in a unique position to host this training. We're centrally located, have available uncrowded airspace and get great cooperation from the airport," said Colonel Thomson.

Eventually the crews got back on schedule. Once the runway and guidance lights went out, the landing area became an eerie black slate. Although a first for many of the pilots, no one seemed worried about mistakes.

"I wouldn't say I'm nervous. Most of us have done assault landings and used NVG's. We're just doing both and getting evaluated and certified. It's certainly more difficult than regular landings, but there's enough talent and confidence in here to get it done,"

said Capt. Reed Mohilewsky, a pilot from Niagara Air Reserve Station.

Once a crew is trained, they can return to their unit to train other crews at their base.

Capt. Cathy Miller, a pilot from the 757th Airlift Squadron and coordinator of the training event, was generally happy with the results.

"We tried to account for everything, but the weather can always be a factor here. We want to be realistic with the training but we have to always keep safety in mind. Our goal was to get at least one crew trained from each visiting unit. I wish we had more time to train all of the crews, but I'm glad we accomplished what we did," said Captain Miller.

Although there are no current plans to schedule a second training, the crews can train their co-workers back at home station.

Darts league underway

The 2005 darts league got underway on Saturday of the January UTA.

Picking up where last year's league left off, the Medical team took an early lead with an undefeated record. A second medical team found themselves in a solid 2nd place.

Michael Lee, Captain of MedOne and commissioner of the military darts league, was confident that he will be around until the finals.

January's competition was a chance for the teams to organize their skills and plan for the double-elimination tournament starting Saturday of the February UTA.

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