

THE AIRSTREAM



773rd Honors 25th Anniversary
Of Crash... Page 6

910th maintainers do the Deid well

Maj. Jay M. Smeltzer

Commander, 910th Maintenance Squadron

We have deployed many C-130H2s from units within 22nd Air Force and other models from Air Guard units and many Reserve and Guard members in support of Operations Iraqi Freedom, Enduring Freedom and Horn of Africa. We've had the unique experience of setting up a separate Aircraft Maintenance Unit (AMU) in conjunction with our active duty counterparts. We are operating the 746th AMU, which combines Guard and Reservists into a cohesive maintenance effort. Although we share facilities with the active duty and do the same mission we maintain our own identity. Our aircraft are flown by Reserve and Guard crews only, so we already have a strong, built-in working relationship, which just enhances our success at accomplishing the mission.

Already our maintainers and aircrew have made a significant difference in the support of ground operations here. We have done everything from medical evacuation of wounded U.S. soldiers to dramatically reducing the number of over the ground convoys required. The reduction in convoys (by almost 40%) has removed an untold number of American and coalition lives from harms way. This is a fact that we're very proud of and something that keeps us motivated and focused.

We're working "24/7" on the flight line and we have aircraft out continuously. It is absolutely amazing and humbling, at the same time, to witness the amount of effort and expertise in action by our maintainers especially under extremely difficult circumstances. It's simply amazing to see them do what they do and on a daily basis. Safety is our number one concern and it takes all of us, looking out for each other on the flight line, to make sure we preserve our greatest asset, our people. The confines of our parking ramp are so tight and poorly lit at night, that we have compared it to an aircraft carrier. You would have to see it to believe it.

Our facilities are very primitive. Tents and the usual desert temporary buildings make up our AMU's. Fortunately, we have computers and phones and a movie tent, but most times, people are busy working the aircraft and have little time for anything else. When we're not working, the base has a number of activities and facilities to take advantage of.

Everything from a movie theatre, with many features playing throughout the day and night, to a full size basketball court to exercise equipment is available here to help maintain good morale. Besides the dining facility, (which, if you've been to other locations within the AOR, the food is pretty good) we have Burger King, Subway, Pizza Hut, Baskin Robins, and Dairy Queen. We also have a full size pool, which is very nice. Now, I know this all sounds like paradise, but when you're working 12 hour shifts, there isn't a whole lot of time left for relaxation. The wing motto here is "Mission First" and that is how we approach it. We are housed comfortably, well fed and provided with entertainment.

But in the end, we know the people that we are supporting do not have it as nice as we do, and oh, by the way, no one is shooting at us here. With that in mind, the complaining is almost non-existent.

There is no other operation like this in the world. It's fast paced, almost hectic at times, and it is a huge effort to coordinate smoothly. We're very proud to be over here, doing our part and representing not only the 440th, 908th, 910th and 911th, and the Guard as well, but representing the entire Air Reserve Component (ARC) and looking good while doing it.



Maj. Jay Smeltzer

Turning setbacks into triumphant comebacks

Chaplain (Lt. Col.) Paul R. Milliken

Wing Chaplain

Maybe it's happened to you. You've fulfilled the necessary time in grade, completed the required course of study, passed the tests and finished the paper. You received the expected awards, gotten exemplary performance reports, top-notch recommendations, and your records are impeccable. Your "package" has met the promotion board, and now you wait. Weeks later, the phone rings, and a voice indicates, unfortunately, you were among those *not* selected. So . . . how do you respond?

The most resilient people I know have shared at least three key characteristics: 1) a firm acceptance of reality; 2) a deep belief, reinforced by strongly held values; and 3) an uncanny ability to improvise. Those with two of the above qualities often bounce back from hardship. But only the truly resilient possess all three.

I remember watching a silversmith at work. He held a piece of silver over the flames, explaining, when refining silver, to burn away all the impurities, one needed to hold the silver in the middle of the fire where the flames were the hottest. He further indicated he had to closely monitor the silver throughout the process, for if it were left heating a moment too long, it would be ruined. A spectator asked, "How do you know when it's done?" He smiled and confidently responded, "When I see my image on it."

As we faithfully perform our military and civilian duties, striving for excellence, the impurities will slowly be burned away, leaving behind a product, perfectly reflecting our finest efforts, of which we can be proud.

Though life occasionally stuns us with adverse events, let's determine to take these temporary setbacks and turn them into triumphal comebacks. Hey, we're not done yet! In the words of the Apostle Paul, ". . . in all



Chaplain (Lt. Col.) Paul R. Milliken

these things we're more than conquerors." (Romans 8:37).

Pride . . . Attitude . . . Integrity. That's what we need. That's what we've got.

Accomplishments, great work ethics honored

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

The 910th Airlift Wing hosted its annual “Of the Quarter and Of the Year” recognition luncheon March 5 at the Eagle’s Nest Club. Every 910th reservist who was nominated or selected in 2004 to become a Quarterly or Yearly award winner was honored at the event.

The names of eighty-eight reservists who had award packages appear before the boards in 2004 were called during the program. The honorees who were present had a chance to stand up and be recognized for their accomplishments. Several supervisors of the honorees were also present.

According to the supervisor’s training guide, one of the most important things a military supervisor can do on the job is pay attention to the accomplishments of subordinates and record them for various forms of recognition as well as performance reports. This is a key process of being a good leader in the Air Force while developing future leaders from today’s Airmen. One way a supervisor can provide recognition for these accomplishments is by nominating subordinates for these honors.

“Recognizing our people makes a difference in personal attitudes, a difference in job performance, a difference in whether the mission gets accomplished safely and on time, and a difference in some cases of whether our people remain a member of the Air Force Reserve,” said Chief Master Sgt. Robert V. Glus Sr., command chief master sergeant of the 910th Airlift Wing.

“We’d like to see a lot more nominations come before the boards. There are a lot of deserving Airmen out there. Let’s keep the board members really busy when they meet to review nomination packages,” he said.

Those members selected as “Of the Quarter” winners are awarded an engraved plaque, a \$25 gift certificate from the Seven Seventeen Credit Union, a \$50 gift certificate from the Army and Air Force Exchange



MSgt. Bryan Ripple

Ohio State Senator Marc Dann, from the 32nd District, presents SSgt. Kelly Turner a certificate honoring exemplary achievement from the Ohio State Senate.

Service (AAFES), and a wing coin. The “Of the Year” winners receive an engraved C-130 model, a \$25 gift certificate from the credit union, a \$50 gift certificate from AAFES, and a \$100 savings bond from the 910th Airlift Wing Services Division.

“We want to recognize everyone who is nominated,” said Chief Glus. “These people are among the best. They’re all winners and they can walk proudly because they’re truly among the outstanding personnel of the 910th and Air Force Reserve Command.”



MSgt. Bryan Ripple

Yearly award winners receive an engraved C-130 model.

910th 2004 “Of the Year” Winners

Airman of the Year

- **SSgt. Kelly Turner, 910 MSF**

NCO of the Year

- **TSgt. Jeffry Jorinscay, 910 CF**

SNCO of the Year

- **SMSgt. Susan Kintz, 757 AS**

Junior Officer of the Year

- **Capt. Kelly Warren, 910 AW**

First Sergeant of the Year

- **MSgt. David Hendricks, 910 LRS**

The Airstream is published monthly by:

910th Airlift Wing Public Affairs Office
Youngstown Air Reserve Station
3976 King Graves Rd., Unit 12
Vienna, OH 44473-5912
Voice (330) 609-1236
Fax (330) 609-1022
pa@youngstown.af.mil

910th Airlift Wing Commander

Col. Timothy J. Thomson

Public Affairs Officer

Capt. Brent J. Davis

NCOIC

Master Sgt. Bryan S. Ripple

Public Affairs Staff

Tech. Sgt. Shawn David McCowan, *Editor*

Tech. Sgt. Kenneth E. Sloat

PA Assistant

Tia M. Symcheck

This funded Air Force Reserve newspaper is an authorized publication for members of the U.S. military services. Contents of the Airstream are not necessarily the official view of, or endorsed by, the U.S. Department of Defense, or the Department of the Air Force. The editorial content is edited, prepared, and provided by the Public Affairs Office of the 910th Airlift Wing. All photos are Air Force photos, unless otherwise indicated.

On the cover...

Lt. Cols. Richard Galante, 773rd AS commander, and Janon Ellis, 728th AMS commander, salute the wreath they placed at a monument at Incirlik AB, Turkey during a ceremony commemorating the 25th anniversary of a 773rd C-130 crash that occurred March 14, 1980 near Incirlik. Photo by TSgt. Shawn David McCowan.

California native receives promotion to base fire chief

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

Base Fire Chief Russ Rowley was born in a small central California town called Hanford in 1958. Cotton farming was a way many people in the area made a living then, but it wasn't what seemed like the thing to do for Mr. Rowley.

His first desire was to get a job with the forestry department, but at Galt High School in Galt, Calif., he took a fire technology class that got him interested in the idea of becoming a firefighter.

His firefighting experience started in high school, continued through volunteer service with the Galt Volunteer Fire Department while he attended college at the San Joaquine Delta College pursuing his Associate Arts Degree in Fire Science, and during the summer time where he worked as a seasonal forest firefighter for the California Department of Forestry. His EMS experience also started at the Galt Fire Department where he responded as an Emergency Medical Technician (EMT).

He then made the decision to join the Air Force because he had graduated from college with his degree in Fire Science and wanted to gain a different type of firefighting experience, aircraft firefighting.

So, in 1981 he decided to go ahead and join the Air Force and continue his dream of fighting fires and saving people's lives. His dream became reality when he received his first duty assignment as a firefighter at Travis Air Force Base, Calif. After a three-year tour of duty there, it was off to a remote tour at Kunsan AB, Korea for a year and then back to the states in 1985 to Mather AFB, Calif.

After serving as an enlisted firefighter for five years, Staff Sgt. Rowley decided to become a federal civilian firefighter in 1986, while still working at the Mather AFB Fire Department. He continued working there until 1992 when the Base Realignment and Closure process shuttered the gates of Mather forever.

Since Mr. Rowley's wife, Donna, had family in northern Ohio, he decided to accept a job offer from former Base Fire Chief Vern Kunkle, at the Youngstown Air Reserve Station Fire Department. So the Rowleys packed up their family and moved across the country to Ohio. Mr. Rowley began as a firefighter, then worked as a driver/operator, and was eventually promoted to be the Assistant Chief of Training for the department in 1998. He served in this position until Jan. 23, 2005 when he was promoted to base fire chief following former Chief Al Brown's retirement.

During his tenure as assistant chief of training, the base fire department's training program became a model program for all Air Force Reserve fire departments and was recognized by AFRC officials as the program to benchmark from.

"My goal has always been to glorify God in whatever I do," said



Russ Rowley is happy to serve the 910th as base fire chief and gives thanks to God for being selected to serve as the lead firefighter on base.

Chief Rowley. "I'll always personally give 110 percent effort, but I'm here because God put me here, not because I've earned it," he said. "I want to learn my position as best I can so that I can lead the firefighters, ensuring our firefighters are ready for any emergency and have the best equipment we can give them to do their jobs. The better equipment we have, the safer our operation will be."

Some equipment upgrades planned for the future include a new P-19 truck and a ladder truck with a 60 to 100-foot ladder which would be necessary if the new base lodging facility includes three or more floors. Other plans also call for a construction project at the station that would add a new alarm room, additional office space for reserve firefighting personnel, and an improved bunk room for the firefighters.

When not at work, the fire chief maintains a 15-acre farm in Hartstown, Pa., near Pymatuning and Conneaut Lakes. He has a Pasa Fino horse named Volata, a goat named Henry, and a Llama named Packa. He also responds part-time as a paramedic with the Conneaut Lake Area Ambulance service.

The chief also maintains a personal physical conditioning program to ensure his ability to pass the grueling firefighting physical fitness test just as the rest of his firefighters are required to do.

"I'm still a firefighter too," said the chief. "I'm not going to ask our firefighters to do something I'm physically unable to do myself."

Chief Rowley and his wife Donna have three sons, Russell, 20, who is a member of the Coast Guard; David, 18, who attends the Tri-State Business Institute in Erie, Pa.; and Joshua, who is a junior at Conneaut Lake High School and hopes to join the Air Force as an aircraft mechanic.

"I hope to support the base and the mission the best I can," said the new chief. "Together, we'll get the job done."

Base Supply: 'Everyone's a customer'

Tech. Sgt. Ken Sloat
Public Affairs Specialist

As the sun begins to peek over a frozen Ohio horizon, several 910th Aircraft Maintenance technicians work feverishly to get one of their \$30 million C-130s ready for its first flight of the day. Just hours before launch, they discover a tiny quarter-sized rubber ring that needs to be replaced. This plane will not fly until a new one is installed.

Although the maintainers know the replacement ring they need is packed away on a shelf at the back of a warehouse more than a quarter of a mile away, they aren't worried.

This won't be the first time they've had to rely on the 910th Logistics Readiness Squadron's supply section to get the job done.

Customer Support

"They are really good at getting us the parts we need," said Tech. Sgt. Tom Seger, a turboprop mechanic with the engine shop. It isn't uncommon to see them over here in the squadron several dozen times each day, he explained.

"We just call in what we need over the radio and the request goes in the system," said Tech. Sgt. Ben Sewall, also a turboprop mechanic with the engine shop. "We usually get what we need in less than 15 minutes," he said, adding "that most of the time they bring the part right out to the airplane."

"It doesn't matter whether it's an expensive part or an inexpensive little rubber ring, if they need it to make the plane fly, it's important to us," said Mr. Mel Nichols, a contractor with the LRS supply section.

The combined force of civilian employees and military members that make up the supply section handle more than 650 separate equipment deliveries in an average month, not including the more than 450 personal equipment items they issue to Youngstown Air Reserve Station Airmen each month.

Currently, base supply has more than 11,000 items in their database, 4,300 of which they maintain warehouse shelf space for.

More than just airplanes

The supply section is also responsible for maintaining the mobility bags for the entire base. Mobility bags are preassembled deployment kits that contain personal items that deploying Airmen might need, such as cold weather gear, chemical gear or a sleeping bag. Most mobility bag users refer to them by the same letter designator the supply section uses to label them, such as A-bag, B-bag or C-bag.

"We maintain enough supplies in our warehouse to put together bags for the entire base, and then some if necessary," said Tech. Sgt. Bruce Persin, NCOIC of the Mobility Readiness Spares Package section.

"We have to, that's our mission," said Staff Sgt. Jaimi Bowers, superintendent of the 910th LRS Supply section.

"If we send someone to war without the equipment they need their chance of survival is reduced.

"We take our responsibility very seriously," she said.

"Getting people ready for deployment and taking care of them when they deploy is a big part of what we are here for," explained Sergeant

April 2005



TSgt. Ken Sloat

A1C Brandy Cain double checks a part number from her request sheet with an actual part while retrieving an order for aircraft parts from the warehouse during the March UTA .

Persin, pointing to the Mobility Readiness Spares Package as an example of the important equipment they issue.

The MRSP is a prepackaged maintenance kit that is designed to be deployed with the airplanes and provide immediate maintenance capability to deploying maintenance teams. It is a collection of supplies and parts the aircraft maintenance team might need for a predetermined period based on the assumption there will be no resupply. The build up and maintenance of these kits is the responsibility of the supply section.

Staying Sharp

The supply section recently revamped the way they do business on the UTA to give supervisors the chance to provide realistic on-the-job training for Airmen in upgrade training, said Tech. Sgt. Mark Rothwell, a Supply Management Craftsman with the Customer Service Section.

"We're getting back to OJT," he said. This improvement, said Sergeant Rothwell is the first time in five years that the supply technicians are actually getting to do realistic training during UTAs.

"We are still evolving as an organization," explained Sergeant Bowers. We're trying to give our supervisors the authority they need to make decisions. Hopefully this also gives them the power to create realistic training opportunities," she said. Our goal is to eventually have a military supervisor assigned in each section, she explained.

As the morning sun slowly clears the eastern tree line, a blue truck pulls up next to the aircraft. From the driver's side window a small box is handed off to one of the maintenance technicians, who quickly runs back to the rest of the maintenance team at the aircraft.

Minutes later, another plane is listed as fully mission capable.

Tribulation, Tragedy and Triumph: *The crash of “OLD 215”*



TSgt. Shawn David McCowan
Public Affairs Specialist

Editor’s Note: *This is the second of a three-part series about the people, glory and tragedies of the 773rd Airlift Squadron. Part two retells the events of March 14, 1980.*

Courtesy Photo

“I was looking at the plane flying near the clouds and saw a flash of light in the sky. There was an explosion. And then the plane was gone.”

One of the local residents near the crash site told military officials what he saw above his head as he watched the C-130 fly overhead just after 3 p.m. on March 14, 1980.

“Lightning flashed right near the plane, and it seemed to fly apart in midair.”

Many people’s mission suddenly changed gears in the hours following the disappearance of a 773rd Tactical Airlift Squadron C-130 approaching Incirlik Air Base, Turkey. Incirlik Public Affairs personnel began gathering basic verified facts for a news release, interviewed locals, kept in contact with the base commander and sent someone to the scene.

The response group crested the peak above the crash site, and soon ran out of road. They ran the final 500 yards to the site,

and a call was immediately placed back to the base. The debris didn’t even resemble an aircraft and the remains were barely recognizable. There were no lives to save. Through the intense horror, rescue workers could be heard nervously crying, unable to control their emotions.

...radio traffic suddenly went silent. Minutes later, radios broadcast the chilling message.

“We have lost radio and radar contact with OLD 215; 14 miles west of Incirlik.”

Back at the base, public affairs personnel glanced briefly at dark clouds appropriately

obscuring the setting sun. Then they waited for families to be notified.

Just hours ago, these 18 people were finishing breakfast, kissing loved ones goodbye and preparing for just another jaunt on “OLD 215.”

The 463rd Tactical Airlift Wing at Dyess Air Force Base, Texas, assigned two C-130s to Incirlik for supply and personnel transport. As the March 14 morning sun crossed the Middle East and sauntered across the flightline, the crew of the C-130 began a routine three-stop supply route out of Incirlik.

The navigator on the flight, Lt. Col. Benjamin Barnette, was exceptionally excited to be flying that day. It was his first flying mission. His previous job had been the Detachment 193 deputy for personnel.

Nearly half of the passengers were part of a newly-formed popular rock band. They had recently started a 10-day tour of the area to support the troops.

FEATURES

Staff Sgt. Jimmy Ashburn, one of the performers, packed his gear and met his wife at the front door. His wife, Staff Sgt. Brenda Ashburn, was also stationed at Incirlik, but was not joining him on the tour. She watched him leave, not knowing they'd never see each other again.

Not far from the Ashburn's, Senior Airman William Lancaster II, a 22-year-old member of the band, and his wife, Karen, loaded their luggage in their car for the same flight.

At the hangar where the passengers were gathering to board the aircraft, Master Sgt. Joseph Johnson and his wife hugged their sons, 17-year-old Paul Johnson and his 15-year-old brother Joseph. All of them were excited that the boys got the chance to travel with the band at such young ages. Paul and Joseph waved to their parents one last time, and went to find a seat.

After leaving Incirlik, the plane flew east to Diyarbakir, then north to Erzurum. The farther north they flew, the darker the skies seemed to become. Later in the day the plane headed toward Sinop, the final stop on the route before returning to base. Many of the passengers began to collect their things as they neared their destination. But the bad weather had quickly settled around Sinop, and the flight was diverted back to Incirlik.

Storms enveloped the area, looming near the Hercules as they aimed the nose toward



Investigators suggested the C-130 was making its final turn before final approach when the explosion occurred.

home. As the aircraft contacted Incirlik's tower and prepared for final approach, their radio traffic suddenly went silent.

A few minutes later, base radios broadcast the chilling message.

"We have lost radio and radar contact with OLD 215; 14 miles west of Incirlik." Through the rain and rugged terrain, rescue personnel were at the site in just an hour, and soon confirmed the worst. All souls aboard were lost.

Turkish military and local villagers quickly volunteered to help the recovery effort, and many American servicemembers at Incirlik formed groups to assist in any way possible. Col. Wade Green, Detachment 10 commander there, was impressed with the amount of support he saw. The military four-wheel drive vehicles could not get to the area, so local farmers ferried recovery personnel to the scene on their tractors.

"The villagers helped locate the wreckage for us. We were able to get to the scene in an hour because of their help. One Turk returned a victim's charred billfold to me personally," said Colonel Green.

Once the scene was secured and an investigation underway, the time for mourning the loss began. As Public Affairs staff spoke with the base populace, they heard the same responses.

"Everyone seems to be volunteering to help. It's amazing how small this base becomes when tragedy hits. Everyone knew at least one person on that airplane."

A few days later a memorial service was held. Several base officials spoke about the loss from experience; several base senior leaders knew at least one person on the aircraft. Three days later, a memorial was held in their honor. The U.S. Ambassador in Turkey, wing commander Col. Wade Green and the Turkish base commander, Col. Mahmut Ozcan, were among those to speak at the ceremony.

Many base events were cancelled, and those that remained held a moment of silence. People from numerous parts of the base volunteered time, energy and support for those who were left behind.

It took time to heal, but eventually things returned to normal at Incirlik, but people spoke for years about the tragic reminder they felt whenever they saw another 773rd C-130.

Even after twenty-five years had passed by, there are those who take the time to remember. The fallen of both years past and days past still live in the hearts of those who keep their memories alive.



TSGT. Shawn David McCowan

Lt. Col. Galante was moved during his visit to the crash site and with a witness who was minutes from the crash site.



The crash sent a shockwave through the base and local community. Locals, civic groups and local media expressed their sadness and support in many ways.

Not your old disaster preparedness anymore

Master Sgt. Michael A. Ward

380th Air Expeditionary Wing Public Affairs

SOUTHWEST ASIA — Remember the Air Force disaster preparedness program? That was sooooo 1990s, but apparently some people are still living in the past.

Times have changed, and civil engineers everywhere are trying to get people to move into the 21st century. Disaster preparedness is out. The Full Spectrum Threat Response program is what is happening now.

“People are still calling it disaster preparedness,” said Senior Master Sgt. Doug Senters, 380th Expeditionary Civil Engineer Squadron readiness supervisor at a forward-deployed location here. “When I start talking about FSTR here, I’m surprised at the number of people who are hearing of it for the first time.”

The newer program replaced the disaster preparedness program after the 2001 terrorist attacks. The Air Force readiness community, which had been poised for more than 50 years to deal primarily with Cold War threats, found it needed to deal with a wider variety of potential problems.

“FSTR teams are still trained and equipped to respond to commonly known physical threats such as major accidents; hazardous material incidents; natural disasters; and nuclear, biological, chemical and conventional weapons incidents,” said Lt. Col. Jeffrey Pitchford, 380th ECES commander. “But, after 9-11, we expanded our training to better respond to a newer and broader range of threats including acts of terrorism, weapons of mass destruction incidents and threats from improvised explosive devices.”

Sergeant Senters said the goal of the expanded program is to help commanders and first-responders protect people, facilities and resources by minimizing damage and recover base operations after a natural disaster, hostile attack or major accident or incident.

The program is designed primarily to support response activities on installations in the United States and overseas; however, assets can be extended into U.S. civilian communities at the request of civilian authorities if there is an imminent and potentially grave concern, Sergeant Senters said.



MSgt. Michael A. Ward

Senior Master Sgt. Doug Senters is doing his best to help deployed people understand the importance of thinking about readiness in terms of Full Spectrum Threat Response.

The program also supports other federal emergency management programs, and response teams also work closely with state, local and civilian emergency response agencies. -AFP

President asks for more money, fewer Air Force Reservists

WASHINGTON – The president’s proposed defense budget for next year seeks \$3.9 billion in funding for Air Force Reserve Command and an end-strength of 74,000 reservists.

The fiscal 2006 request covers the fiscal year starting Oct. 1, 2005. It asks for 2,100 fewer Air Force reservists than the 76,100 authorized in fiscal 2005.

Senior Department of Defense officials announced the overall defense budget request of \$419.3 billion. The Air Force is to get \$127.5 billion.

“This budget represents the latest installment in the president’s strong commitment to transforming this department to face the challenges of the 21st century,” said Secretary of Defense Donald Rumsfeld in a news release Feb. 7. “We continue our transition to a more agile, deployable and lethal force.

“We are a nation at war,” the secretary added. “The president’s budget, together with the supplemental spending proposals the president has made, provides the men and women in uniform what they need to prevail.”

In the president’s budget, the Air Force Reserve requests funding for three separate appropriations – operation and maintenance, reserve personnel, and military construction.

Most of the AFRC portion of the FY 2006 President’s Budget request – \$2.5 billion – is for O & M funds to train, organize and administer the command. The Reserve received \$2.24 billion in O & M funds in fiscal 2005.

In 2006, another \$1.31 billion goes to the reserve personnel appropriation for military personnel participation and training requirements. This funding includes a military pay raise of 3.5 percent, and the addition of 390 full-time Active Guard and Reserve people. The requested reserve personnel appropriation represents a \$155.2 million decrease compared to that received for the fiscal 2005 reserve personnel appropriation.

Requested funding for military construction in FY 2006 is \$79.3 million. These funds would pay for 14 major projects in eight states. In this fiscal 2005, the Reserve is getting \$124 million for military construction, which includes major and minor projects, and planning and design. In his fiscal 2005 budget request, the president had recommended \$84.6 million, but Congress added \$39.4 million more to fund seven additional projects.

Finally, Congress added another \$281 million to help the Reserve in fiscal 2005 – \$40 million in the National Guard and Reserve Equipment Appropriation and \$241 million in aircraft procurement with the active-duty Air Force.

Congress uses the president’s budget as a blueprint to draft appropriations legislation. After both houses of Congress approve their version of the bill, the two versions go to a joint conference committee to resolve differences in the two bills. After both houses of Congress approve the reconciled version of the bill, it goes to the president to be signed into law. (AFRC News Service)

Maintenance Macks sweep Services in March UTA volleyball semi-finals

Tech. Sgt. Ken Sloat
Public Affairs Specialist

The 910th Services Squadron suffered a two-game routing at the hands of the 910th Maintenance Squadron's Macks during the March UTA volleyball match ups.

Services took the lead early in the first game, but simply couldn't hold on to it as the well-practiced and professional Macks pushed them aside on their way to victory.

Working unceasingly, the SVS team kept their energy level high and consistently



TSGt. Ken Sloat

910th Maintenance's "Terrible Terrence" Harrison swoops down from above on a hard-working, but virtually defenseless Services opponent.

struggled to regain their soon-forgotten lead.

The Mack's Michael Golden was nearly unstoppable at the net with an above the net reach that was unmatched on the SVS team.

Except for the points he gave away by illegally reaching over the net, he was a tremendous asset for the Macks team.

Combined with Terrence "The Thrasher" Harrison and his mighty "swoop down on ya"

spike, the Macks owned both games.

The two-game match ended with the Macks denying SVS the satisfaction of advancement in the playoff round by sound 21-9 and 21-12 defeats.

The Macks now prepare themselves for the possibility that they may face the perennial champion 76th Aerial Port "76ers" as the volleyball finals loom on the horizon.

Macks and Meds aim for darts rematch

Tech. Sgt. Shawn David McCowan
Public Affairs Specialist

Last year's Darts League rivalry between the defending team champion MED1's and finalist Macks will be once again featured in this year's finals at the club on the Saturday of the April UTA.

Both the teams and their captains won their way through the team brackets, setting up a repeat of last season.

The 2005 team tournament started out just like last year and it looks like they could end up the same

as well.

In the quarterfinals, Michael Lee's MED1 team gave Shawn McCowan and Steve Edie's "DoubleS" their first loss of the tournament. Lee Courtney and Loretta Davis' MED2 team took a loss to Zuniga's Macs, but not before newcomer Davis surprised everyone by starting off with a bullseye.

DoubleS managed to squeak by MED2, eliminating them from the tournament, and the favor was later returned by the Macs, ending the season for DoubleS.

In singles elimination, three of last year's four finalists return to the semifinals next month, with Lee and Zuniga as the returning favorites.

Last year, Macs and MED1 was a great one, and this year's

finals in April could be even more competitive.

Be sure to catch the action at your Eagle's Nest Club.



Jim Harrison stepped up for Macs helping the team get a second shot at the team title.

TSGt. Shawn David McCowan



TSGt. Shawn David McCowan

One minute Loretta Davis was enjoying a beverage in the club, the next she was throwing bullseyes for MED2.

April 2005

Employer Awareness Day scheduled for September UTA weekend

The 910th Airlift Wing is scheduled to host its annual Employer Awareness Day Saturday, Sept. 10, 2005. All traditional reservists are encouraged to nominate their civilian employers to attend the event even if their employer isn't always supportive of their Air Force Reserve career. The event is designed to raise the awareness levels of civilian employers concerning the mission of the 910th Airlift Wing and what each reservist contributes to the mission.

Employers attending the event will receive a free continental breakfast and lunch at the Eagle's Nest Club courtesy of the Ohio Committee for Employer Support of the Guard and Reserve (ESGR), an orientation flight on a C-130, as well as other tours and hands-on equipment demonstrations on base. Employers will also receive an ESGR "My Boss is a Patriot" certificate of appreciation and lapel pin during a recognition ceremony conducted by a representative of the Ohio Employer Support of the Guard and Reserve Committee.

Reservists may pick up a copy of the Employer Awareness Day nomination form at the Public Affairs office in Building 128, Room 250, or download it from the wing's public Web site at:

<http://www.afrc.af.mil/910aw/>. Nomination forms will also be sent to unit commanders and first sergeants.



TSgt. Richard A. Lisum

The C-130 orientation flight always proves to be a highlight of the Employer Awareness Day program for civilian employers.

Family members are not permitted to attend the program. Reservists may nominate up to three people who can legitimately be classified as employers for the program. However, if space available becomes an issue, only the primary employer for each reservist will receive an invitation to the program.

For more information about the program, contact the 910th Public Affairs office at 330-609-1236/1364/1718 or by pa@youngstown.af.mil.



MSgt. Bryan Ripple

U.S. Representative Tim Ryan and U.S. Senator George Voinovich talk about the air base while visiting Hangar 305.

Senator, congressman visit base

U.S. Senator George Voinovich and Congressman Tim Ryan (D-17, OH), visited Youngstown Air Reserve Station March 7. It was the senator's first visit to the base since being elected as a U.S. Senator in 1999. Voinovich had previously served as governor of the state of Ohio from 1990-1998. He was also mayor of the city of Cleveland from 1979-1988.

Youngstown Air Reserve Station is located in the 17th congressional district of Ohio, represented by Congressman Ryan.

The officials started their visit to the base by receiving the wing mission briefing from Col. Tim Thomson, commander of the 910th Airlift Wing.

The senator took notes during the briefing and offered questions to better inform himself about the mission of the 910th. After the briefing, the senator and congressman received a tour of a C-130 in Hangar 305 as well as a static display of a Mobile Aerial Spray System.

April 2005

910th family loses one of its own

Tech. Sgt. David F S Wilkinson, an experienced and decorated crew chief from the 910th Aircraft Maintenance Squadron, passed away March 13. He was a crew chief assigned to C-130H Aircraft 92-3022, and was activated from Feb. 27, 2003, to Aug. 20, 2004.

He had deployed to Muniz Air National Guard Base, Puerto Rico, from June 19, 2004 to July 17, 2004, and provided flightline support that generated over 60 sorties for over 180 flying hours airlifting over 600 personnel and 175 tons of cargo in support of Operation Coronet Oak which is an airlift operation to Central America, South America, and the Caribbean Islands. He was dispatched to Bogota, Columbia and Barranquilla, Columbia, during this trip. Additionally, he flew as on-board crew chief support on a mission in support of Operation Secure Tomorrow (Haiti).

He deployed to Ramstein Air Base, Germany, from Feb. 28, 2003 to July 4, 2003 in support of Operation Joint Forge and flew on a mission to Tulza, Bosnia, March 20, 2003. His efforts contributed to the generation of over 800 sorties for over 2,300 flying hours airlifting over 6,400 personnel and over 2,900 tons of cargo in

support of Operations Joint Forge, Iraqi Freedom, Enduring Freedom, Shining Express (Liberia non-combatant evacuation in Africa), and a humanitarian relief mission to earthquake victims in Algeria. He was also a veteran of Operation Desert Shield and Operation Desert Storm (Persian Gulf War I), and he served at Al Minhad Air Base, United Arab Emirates from Aug. 31, 1990, to Mar. 19 1991.

Sergeant Wilkinson will be sadly missed by the men and women of the 910th.



Courtesy Photo

Tech. Sgt. David F S Wilkinson

PROMOTIONS



John M. Amato, 76th Aerial Port Sq.



Christine Adamovich, 910th Civil Engineer Sq.
Shawn P. Bupp, 76th Aerial Port Sq.
Christopher J. Byerley, 910th Logistics Readiness Sq.
Antonio A. Gascon, 910th Maintenance Sq.
Mark F. Gebhardt, 910th Aircraft Maintenance Sq.
David E. Ingold, 910th Medical Sq.
Richard M. Lyle, 910th Mission Support Flt.
Russell C. Lynch Jr., 910th Maintenance Sq.
Gary W. Simonese, 910th Civil Engineer Sq.



Christine L. Biada, 910th Operations Support Sq.
Edward S. Burns, 910th Operations Support Sq.
Richard M. Davis, 910th Maintenance Sq.
Robert A. Felix, 910th Aircraft Maintenance Sq.
Gregory R. Herman, 910th Maintenance Sq.
William G. McAdoo Jr., 910th Security Forces Sq.
Robert J. Mielke, 910th Communications Flt.
Robert P. Palcic, 910th Civil Engineer Sq.
Thomas A. Torrence, 910th Medical Sq.
Todd C. Troyer, 910th Logistics Readiness Sq.



Monica L. Carter, 910th Services Sq.
Russell H. Dean, 910th Civil Engineer Sq.
Jacqueline D. Eckert, 910th Medical Sq.
James A. Jesionowski, 757th Airlift Sq.
Nicholas C. Ladisa, 910th Logistics Readiness Sq.
Jonathan S. Merckens, 757th Airlift Sq.
Robert C. Moore, 910th Logistics Readiness Sq.



Denver J. Craddock, 910th Maintenance Sq.
Lakeisha N. Dillard, 76th Aerial Port Sq.
Nikela S. Howze, 910th Civil Engineer Sq.
Shawn N. Indorf, 773rd Airlift Sq.
Ryan V. Johnson, 910th Logistics Readiness Sq.
Keith J. Maloney, 910th Maintenance Sq.
Daniel P. Michael, 910th Maintenance Sq.
Jason A. Moultonwakefield, 910th Airlift Wing
Sara M. Nehrenz, 76th Aerial Port Sq.
Lakecia A. Rivera, 910th Medical Sq.
Michael W. Rucker, 76th Aerial Port Sq.
Arron J. Witzigman, 757th Airlift Sq.



Melanie C. Burns, 910th Medical Sq.
Richard L. Derby, 910th Aircraft Maintenance Sq.
Shannon L. McHugh, 757th Airlift Sq.
Jessica M. Walker, 910th Maintenance Operations Flt.



Dominique N. Bell, 910th Logistics Readiness Sq.
Courtney D. Webb, 773rd Airlift Sq.
Crystal R. Viverlli, 910th Maintenance Operations Flt.

NEWCOMERS

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

Tech. Sgt. Eric M. Weidner, 910th Logistics Readiness Sq.
Staff Sgt. James S. Masotto, 76th Aerial Port Sq.
Staff Sgt. Matthew T. McAvinew, 910th Medical Sq.
Staff Sgt. Tracey L. Neely, 910th Medical Sq.
Staff Sgt. George W. Pepperman, 773rd Airlift Sq.
Senior Airman Ryan S. Anthony, 910th Medical Sq.
Senior Airman Matthew C. Matulka, 910th Logistics Readiness Sq.
Senior Airman Timothy J. Pasquale, 910th Maintenance Sq.
Senior Airman Robert A. Pope, 910th Maintenance Sq.
Senior Airman Eugene B. Sweitzer, 910th Aircraft Maintenance Sq.
Senior Airman Norman Hugh Yager III, 910th Security Forces Sq.
Airman 1st Class James R. Alma, 910th Aircraft Maintenance Sq.
Airman 1st Class Paul M. Bouschet Jr., 910th Communications Flt.
Airman 1st Class Robert V. Braholli, 910th Maintenance Sq.
Airman 1st Class Benjamin W. Chappell, 910th Aircraft Maintenance Sq.
Airman 1st Class Jerry R. Hubbard Jr., 76th Aerial Port Sq.
Airman 1st Class Antonyo E. Huggins, 910th Security Forces Sq.
Airman 1st Class Edwin F. Isner Jr., 910th Maintenance Sq.
Airman 1st Class Kenneth D. Kirchner, 910th Security Forces Sq.
Airman 1st Class Lyndsay N. Klink, 910th Maintenance Sq.
Airman 1st Class Kelly M. Kuzminski, 910th Aircraft Maintenance Sq.
Airman 1st Class Marlene R. Medvec, 910th Maintenance Sq.
Airman 1st Class Amanda J. Muldovan, 910th Maintenance Sq.
Airman 1st Class David J. Norman, 910th Aircraft Maintenance Sq.
Airman 1st Class Eric A. Porth, 910th Maintenance Sq.
Airman 1st Class Aaron E. Ramaska, 910th Aircraft Maintenance Sq.
Airman 1st Class Jason P. Scriven, 910th Aircraft Maintenance Sq.
Airman 1st Class Shaun A. Thomas, 910th Maintenance Sq.
Airman 1st Class Alex T. Warner, 910th Maintenance Sq.
Airman 1st Class Brian M. Weller, 910th Aircraft Maintenance Sq.
Airman 1st Class Lisa Ann Wiedemann, 910th Aircraft Maintenance Sq.
Airman Robert D. Beacham, 910th Airlift Wing
Airman Elizabeth A. Bowersock, 910th Medical Sq.
Airman Autumn J A Hicks, 910th Services Sq.
Airman Amber R. Hurton, 910th Civil Engineer Sq.
Airman Daniel R. Jacobitz, 910th Airlift Wing
Airman Leon Jones Jr., 910th Medical Sq.
Airman Mark J. Matzye, 910th Logistics Readiness Sq.
Airman Angel M. Morris, 910th Medical Sq.
Airman Steven P. Murray, 910th Medical Sq.
Airman Estefania C. Paige, 910th Maintenance Sq.
Airman Shawn A. Raymond, 910th Aircraft Maintenance Sq.
Airman Chad M. Wrobbel, 910th Security Forces Sq.

RETIREMENTS

Maj. Martin Hendrickson, 757th Airlift Sq.
Maj. Susan T. Majzun, 910th Communications Flt.
Tech. Sgt. Steven Sarantos, 76th Aerial Port Sq.

**April UTA Pay Date
13 Apr 05**



TSgt. Ken Sloat

Eric Stere, from Security Forces, leaps into the air to stop an incoming Medical Squadron volley. His teammates and opponents

look on as Jody Erickson from MDS braces for the oncoming "Whosh-thud" of what will surely be an unstoppable, return spike.

Medical Squadron wounded in volleyball routing

Tech. Sgt. Ken Sloat
Public Affairs Specialist

The Security Forces volleyball team whipped past the medical squadron in a fast-paced, two-game volleyball playoff that ended in a hard-earned victory for the security forces warriors.

SFS had to drag each and every point from MDS who, with teeth clenched and

war faces on, was there to win a seed in the intermural volleyball semi-finals planned for the April UTA.

The medical squadron fielded a professional looking team. They were clad in snazzy red uniforms and they took to the court eagerly. Team Med jumped right into the action, like a crash test car riding towards the wall.

They fought back the SFS advance as

best they could, but the pressure of rally scoring was just too much.

"The outcome might have been different if we had played a regular game," said team Med's Anna "Banana" Henry. "We got a raw deal," she lamented.

Team security took both of the games 21-14 and earned a chance to advance to the semi-finals in April.

APS wipes AW off volleyball scoreboard

TSgt. Ken Sloat
Public Affairs Specialist

The 76th Aerial Port Squadron volleyball team trounced the Airlift Wing squad in a quick two-game victory Saturday of the March UTA.

Well on their way to another season championship, APS made quick fodder of the hard working AW team in a 21-8 victory.

Although the AW team fought hard in game two, they missed the win in a closer game, 21-16.

910 AW/PA
YOUNGSTOWN AIR RESERVE STA
3976 KING GRAVES RD UNIT 12
VIENNA OH 44473-5912
OFFICIAL BUSINESS

PRESORTED
STANDARD
U.S. POSTAGE
PAID