

The Airstream

THE Airstream



C-130s Get Brake Check
At Hydro Shop... Page 5

Core Values begin with Integrity for a good reason

Maj. Robert M. Hudson

Commander, 910th Mission Support Flight

Make it a point to do something every day that you don't want to do. This is the golden rule for acquiring the habit of doing your duty without pain (Mark Twain).

We all have things to do in our work that we enjoy and thus they are usually done well. The hard part is doing the duties that we don't enjoy. Some people do these duties just enough to get by. In the world of the military that is not acceptable. As military members it is important for us to do the most mundane job to the highest of standards. The Air Force Core Values are our guide to performing at this high level. Take time to go over these values on a regular basis. If you follow these guidelines the doing of your duty will be less painful and become more enjoyable. The Core Values give you focus and direction in your role as an Air Force member. Also, if you make it a habit to talk about and reflect on these values with your co-workers you too will integrate them in to your own personal work ethics. Take time to reflect and ask yourself, "Am I doing the right thing, is what I am doing for the good of all or is it self serving and is what I am doing the best I can do for my customer?" If you can answer yes you have the basic intent of the core values.

The Air Force recognizes as its core values; integrity first, service before self, and excellence in all that we do. Integrity is the foundation of the Air Force Core Values. The Air Force starts with integrity because it is the essential element or the foundation on which other values are built.

It's being honest with others as well as with yourself. It means doing what's right at all times even when no one is looking. It also means a service member will make no compromise in being honest in small things as well as great ones. (Chief Master Sergeant of the Air Force Eric W. Benken, USAF (Ret.).

Integrity has several components one of which is adhering to code of moral, righteous, and ethical standards. These standards are ones that a person belonging to a certain group or entity knows and realizes are in place to ensure continuity in daily performance and personal behavior. Integrity is showing honesty and truthfulness despite adverse consequences. It is the basis for personal as well as institutional honor. It is the picture of what others will perceive you and your service. When you practice integrity in the little things that people don't see it becomes easier to enact it when truth and honesty is most critical. Integrity is what we do, what we say, and what we say we do. (Don Galer)

There is a saying that deeds speak louder than words. This is what integrity does. No one has to shout out "I have integrity" The actions, the deeds, and the appearances will do the talking. It is never too late to build integrity. It is done one truth, one rightful act, and one decision at a time. If your integrity is intact keep it there. If it has cracks, repair it before it has been broken completely. Once broken it is lost forever.



Maj. Robert M. Hudson

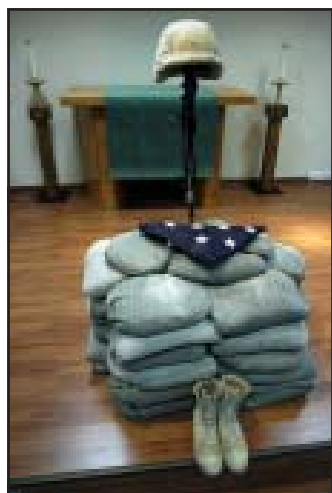
Deployed Wing Chaplain speaks of fallen Airman

Chap. (Lt. Col.) Paul R. Milliken

Senior Protestant Chaplain, 386th AEW, Ali Al Salem AB, Kuwait

They came to the center aisle and stopped smartly in front of the memorial display where stood the time-honored symbols of the military in death: the United States flag neatly folded, armored helmet perched on an inverted M-16 rifle bearing their fallen comrade's dog tags, as if to mark the grave of a deceased soldier on the battlefield, and boots placed together as if standing at attention.

Each Airman attending the memorial service, beginning with the senior ranking officer, advanced to the memorial with 21 year-old Airman 1st Class Elizabeth Bloomberg's picture on display — some



knelt quietly in prayer, others simply stood at attention, each then rendered a crisp salute, did an about face, and left the area.

Liz had been a member of the 386th AEW Security Forces Squadron at Ali Al Salem AB, Kuwait, where she'd served for the last 3 months of her 2-year career. She'd been providing convoy security on 28 Sept near Camp Bucca, Iraq, when the vehicle in which she was riding was hit by an improvised explosive device (IED), immediately killing her.

Each military member in attendance had come to remember and reflect upon the life of one of their own, a life now

gone, a life that had to be said farewell to. They'd all come to render their respect by one final salute of honor to this one having died in a

foreign land, in a hostile environment — the first female Airman and first Security Forces member to have been killed in action since 9-11-01.

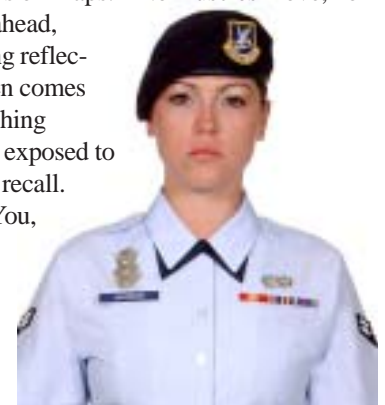
The ceremony's conclusion was a gut-wrenching, somber and touching military ritual. The eulogies, the Chaplain's words of comfort and hope, and the musical tributes had ceased. It was time for the last roll call, to account by name each airman assigned to the squadron. The First Sergeant moved to the front and announces, "Roll Call."

Coming to attention, all hear the First Sergeant call out several names. Those present each responding, "Here, First Sergeant." Then A1C Liz Bloomberg's name was called. Silence. The "Shirt" calls the name again. No response. And a third time, only louder, as if additional volume will reach into the grave. The stillness continues. Then from the ranks, another airman responds, "First Sergeant, A1C Bloomberg is no longer with us!"

Then followed the haunting strains of "Taps." No muscles move, no limb twitches. All eyes are straight ahead, standing at attention, saluting, bearing reflection, devotion, loss and respect. Then comes the 21-Gun Salute. It remains a touching moment, even for those having been exposed to more deaths in war than they care to recall. The salute by its very nature says, "You, my friend, died for something important: comrades, family, home, freedom, faith, nation. I honor your efforts by saluting you this one last time."

Their final tributes paid, they returned to their duty stations, soberly aware of life's brevity and preciousness.

And the mission continues.



A1C Elizabeth Bloomberg

910th welcomes new Wing Inspector General

Capt. Brent J. Davis
Public Affairs Officer

The 910th Airlift Wing welcomed its newest “full bird” last month as Col. Michael J. “Mickey” Marques assumed the responsibility of Inspector General (IG) from Col. Michael Henry who retired earlier this year.

Col. Marques began his Air Force career after receiving his commission through the ROTC program at the University of Arizona in 1981. He served on active duty for 10 years as a site civil engineer at an Air Force range at Gila Bend, Ariz. and satellite operations crew commander at Buckley Air National Guard Base, Colo.

The colonel separated from active duty in July 1991 and joined the Air Force Reserve in May 1992. He was initially assigned to the 929th Civil Engineer Squadron at Lowry AFB, Colo. before being reassigned to the 302nd Airlift Wing at Peterson AFB, Colo. due to Lowry AFB being closed.

During his tenure, he served at Peterson AFB in several capacities including as an Individual Mobilization Augmentee at Peterson’s 21st Civil Engineer Squadron, Readiness Officer, commander of the 302nd Civil Engineer Squadron, and served as both deputy and mission support group commander.

In addition, being a wing IG is nothing new to the colonel. He also served for three years as the IG at Peterson’s 302nd Airlift Wing prior to joining the 910th.

“It’s been a benefit to have been both a squadron and group commander because I’ve dealt with many of the issues and problems,” said Col. Marques. “I have both the perspective of the unit commander and the experience of being in command dealing with the issues making it easier to counsel and assist people with their problems,” he concluded.

On the civilian side, Col. Marques has been in the missile warning business for over 18 years. For the past three years he has been working in Washington D.C. on the missile defense national team integrating the ballistic missile defense system.

Col. Marques is married to his wife Jo-Ann and has two daughters, Kimberly, 21 and Ryann, 18. He and Jo-An reside in Haymarket, Va. while Kimberly finishes her undergraduate degree



Col. Michael J. Marques

at the University of Colorado and Ryann begins her undergraduate degree program at Christopher Newport University, Va.

The colonel said it’s important to inform wing members about what the IG cannot do.

“The IG cannot stop any disciplinary action in progress. But where necessary, IGs will conduct investigations to substantiate complaints,” he said.

“I hope to get involved in problem areas early, working with leadership to try to give them the right information to help them decide the right thing to do,” he concluded.

The wing Inspector General office is located in Bldg. 128 in room 122 and is open during each Unit Training Assembly.

The Airstream is published monthly by:

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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...

Staff Sgt. Sidney J. Wolfe performs testing procedures on a rebuilt C-130 hydraulic brake using a hydraulic test stand at the 910th Hydraulic Systems Shop. The stand can confirm the brake functions at 3,000 Pounds per Square Inch as it’s supposed to. Photo by Master Sgt. Bryan Ripple.

Medical Squadron prepares for worst during exercise

MSgt. Bryan Ripple
NCOIC, Public Affairs

Air Force Reservists from the 910th Medical Squadron know they need to be prepared for the worst. Each day on duty may not be filled with routine physicals for unit members or training briefings.

A bad accident or a terrorist attack could result in a high number of critically injured patients who need immediate medical treatment.

In order to be prepared for both such occasions, the 120 or so members of the Medical Squadron participate in a yearly mass casualty exercise. During the October Unit Training Assembly weekend, they had a chance to experience the worst.

A simulated terrorist attack on a C-130 aircraft on base resulted in many seriously wounded patients and several casualties. What made the exercise scenario even more difficult to respond to was the fact that local hospitals were packed with people injured at the same time during a simulated terrorist attack off base at a major local sporting event. The medical squadron members would have to provide much of the initial care and treatment to the wounded on base themselves, until the situation at the local hospitals stabilized.

“We conduct these exercises to test our



Medical technicians dressed in chemical protective gear prepare to remove a patient from the scene of the attack using a litter to carry him away.



SSgt. James Jesionowski, middle, an aeromedical technician with the 910th Medical Squadron, leads a team of med techs as they conduct triage during the exercise.

reaction to large numbers of patients at one time,” said Maj. Steven Morris, medical readiness officer with the 910th Medical Squadron.

“Each of our triage people help assess the condition of each patient and determine how much care each person will require,” said Maj. Morris who was also acting as the Exercise Evaluation Team Chief.

According to Maj. Morris, each patient is determined to fall into one of four care conditions: expedient, immediate, delayed, or minimal.

Several members of the medical squadron responded to the chaotic scene of the attack while wearing full chemical protective gear. Those responding included Staff Sgt. James Jesionowski, who is also a paramedic in his civilian capacity as well as a pre-med student in his senior year at Youngstown State University.

“This is a good learning experience for us,” said Sergeant Jesionowski. “I think we should do this twice a year, because that’s how you really learn—by hands-on training,” he said.

There were plenty of hands-on training experiences to be had as patients were strewn around the outside

and inside of the aircraft. The medical technicians worked in small teams to evaluate each patient and evacuate them to the medical squadron as necessary according to their conditiontime.

“We missed some things in our communications process, but that’s why we have these exercises,” said Maj. Morris. “Overall, I think the team did a great job. They were able to show a sense of urgency through it all. We’ll capture what we missed this time and fix it next time,” he said.



SSgt. Jesionowski places a card identifying a patient’s condition next to SrA. Fred Jackson of the 910th Medical Squadron. Jackson portrayed a patient as part of the exercise.

910th AFSC Spotlight: 2A6X5, Aircraft Hydraulic Systems

Aircraft Hydraulic Systems reservists play vital mission role

MSgt. Bryan Ripple
NCOIC, Public Affairs

Specialty Summary: Troubleshoots, removes, repairs, overhauls, inspects, and installs aircraft hydraulic systems and components, including support equipment.

Duties and Responsibilities.

- Advises on problems maintaining aircraft hydraulic systems and support equipment. Determines maintenance procedures and performance characteristics using technical publications. Diagnoses malfunctions and recommends corrective action.
- Performs maintenance on aircraft hydraulic systems. Troubleshoots, removes, repairs, overhauls, replaces, adjusts, and tests malfunctioning components.
- Inspects aircraft hydraulic systems, components and support equipment. Performs system operational checks. Stores, handles, uses, and disposes of hazardous material and waste according to environmental standards.

The nine Air Force Reservists and five Air Reserve Technicians assigned to the 910th Aircraft Hydraulic Systems shop play a key role in keeping the wing's fleet of 12 C-130s ready for flight.

With many of the aircraft key flight components operated by hydraulics, the importance of the work these people do to support the flying mission here is clear.

"When I see one of our planes take off, I get a proud feeling knowing that I and my coworkers in our shop play a key role in the flight of the aircraft," said Staff Sgt. Sidney J. Wolfe, an aircraft hydraulic systems journeyman with the 910th Maintenance Squadron.

Being part of the reason the wing's C-130s are ready for flight when scheduled isn't the only thing Sergeant Wolfe has to be proud of. His dad, Staff Sgt. Sidney R. Wolfe, is an Air Reserve Technician assigned to his shop meaning the father-and-son duo can work together to support the mission.

"It's fun to work with my dad as a reservist said the younger Sergeant Wolfe. But, he's not afraid to put me in my place when he has to," he said.

According to Master Sgt. Bill Williams, hydraulics shop supervisor, many of the staff members of his shop have been activated and deployed to support Operation's Enduring Freedom and Iraqi Freedom.

"We've been away from our families a lot, but most of us had a chance to make more money than we normally do," said Sergeant Williams. "We also proved to the active duty force that we can do what we train for. Now that we're deactivating, we can get back into our training programs, open up the training records again, and make sure all the paperwork is taken care of properly."

Being a reservist in the hydraulics shop is a welcome change for someone like Master Sgt. William Jones, another supervisor in the shop. Normally an Information Technology specialist in his civilian capacity, the change to the hydraulics shop environment is a great change of pace for him.

"I love what I do here at the 910th," said Sergeant Jones. "We've got a lot of important work here, our jobs mean a lot to the mission, and we make a great team. It compliments my life well," he said.



MSgt. Bryan Ripple



MSgt. Bryan Ripple

Top: SSgt. Sidney J. Wolfe performs testing procedures on a rebuilt C-130 hydraulic brake using a hydraulic test stand. The stand can confirm the brake functions at 3,000 PSI as it's supposed to. **Left:** TSgt. Chuck Elmore works on hydraulic steering actuators from a C-130. Elmore is also certified as an Industrial Hydraulics Technician.



MSgt. Bryan Ripple

Hydraulic fluid is drained back into a hydraulic test stand from a C-130 hydraulic brake after the testing procedures to confirm the brake is ready for installation are completed.

The whole world changed for many reservists at the 910th Airlift Wing in December 2003. Others sacrificed college careers. Still more sacrificed jobs and promotions.

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Nearly everyone sacrificed time with loved ones. Although there was a price to pay in almost every case, the people of the 910th accepted their sacrifices bravely, willingly and proudly.



TSgt. Shawn David McCowan

“This was the best choice I’ve ever made in the military.”
-- SSgt. Angela Kotouch



TSgt. Shawn David McCowan

Tech. Sgt. Shawn David McCowan Public Affairs Specialist

Two years after the 910th Airlift Wing’s largest activation ever, people have finally begun the deactivation process. As the smoke clears after the more than 500 reservists deactivate some lives have changed for the better and some for the worse.

SSgt. Angela Kotouch was activated in December 2003. Her life was turned totally upside down during her activation. Back in 2003 she was Angela Hoffman. Right after her activation she deployed to Kuwait for six months. Then her life really changed.

When she got back from Kuwait, she went to Loadmaster school and changed her whole military profession.

“I liked my previous job, but I wanted to get more involved and maybe see more of the world with the Air Force,” said Sergeant Kotouch.

She returned from Loadmaster school in March 2005 and deployed to Qatar three months later. But not before her longtime boyfriend, Eric, asked her to marry him. They wed in July just before she deployed again... this time for

Qatar. She was there for two months, returning in September.

Now that she’s about to deactivate she plans to return to her civilian job and start a family with her new husband. Even though her entire life changed during the past two years she’s more than happy about her time as an activated reservist.

“This was the best choice I’ve ever made in the military. I’ve had the chance to more actively help in the war on terrorism, see more of the world and make a great career change.”

Even though most Airmen feel the same pride about their activations, some had a harder time during those two years.

SSgt. Robert Stutzman, a communications navigation technician here, joined the military in 2000 just after high school. As a freshman studying chemical engineering at Youngstown State University he originally joined to help pay for college tuition. His family was supportive of his decision; especially his mother, Elizabeth... until 9/11.

Robert was in the middle of changing a tire on a customer’s car at the Niles Sam’s Club in the automotive department. His supervisor called him into his office and handed him the phone. That’s when he was told he was ordered to active duty.

ays later



"I hope every reservist gets the chance to deploy."

-- SMSgt. Bill Rooks



"I could never have gotten this much training as a traditional reservist."

-- SSgt. Robert Stutzman

"Back in 2000 there were no thoughts of wars or deployments. Who was thinking about being in a global war against terror in a few months? Mom felt so guilty for backing me up about joining. She felt it was her fault that I could be sent into a war zone," said Sergeant Stutzman.

Elizabeth Stutzman says it was her idea for her son to sign up, and she's relieved that it all worked out.

Even though Sergeant Stutzman continued taking classes around his shifts and planned his deployments around his school breaks, he can never recover the class time he lost during the activation. Those two

years put him way back in school.

"Everyone I went to school with is graduated and moved on now. A lot of them started their careers already. It's almost like starting all over again," said Sergeant Stutzman.

Although he's unhappy about losing so much college time, he says he has no regrets and was happy to serve during his activation.

"I learned so much during these two years. I could never have gotten this much training under my belt as a traditional reservist."

Now that the activation is ending Sergeant Stutzman wants

to complete his degree and get a part-time job to help make ends meet. He plans to return to YSU as soon as he can. With all this time and educational progress lost, Sergeant Stutzman says he still has high hopes for the future.

Many activated reservists were in their first enlistment but there was a fair share who had already seen decades of activations and deployments like this.

SMSgt. Bill Rooks, a 910th aircraft flightline chief, has been a part of the Air Force since 1968. During the Vietnam War he was a heavy equipment operator on active duty. He

spent a few years working as a civilian after his tour, but returned because he missed military life.

After a five-year break from the Air Force, Master Sgt. Rooks returned as a reservist. Since then he's been activated and deployed for Desert Storm and Operation Iraqi Freedom and Enduring Freedom.

"You'd think I'd get tired of the activations and deployment in my life. But for most of us in the military, that's why we joined in the first place. To do our little part in the big picture. Deploying really gives you a fresh perspective on your weekend training. It's a whole different experience," said Sergeant Rooks.

Sergeant Rooks supervises over 30 people; many of whom were activated. Some left jobs and families while others were able to keep life nearly the same. He said he observes high spirits all around the workplace no matter what the circumstances.

"We trained for this both physically and mentally. We knew activations like this could happen and many of these people were more than happy to step up to do their part. They were ready to deploy as soon as they heard they could be called, and I think we're still ready to go if we were needed."

Sergeant Rooks has given 30 years to the Air Force. He's scheduled to retire next year, and he's ready to move on.

"This was a great way to end a career. I can't think of a better way to wrap up all the years of training and preparing but to actually put it all to use one last time."

Sergeant Rooks said he hoped everyone in the military got the opportunity to activate and deploy to enhance their training and careers.

Secretary of State visits Manas, inspires Airmen

MANAS AIR BASE, Kyrgyzstan (AFP) — Perfect weather and more than 500 Airmen with the 376th Air Expeditionary Wing here greeted the 66th secretary of state, Condoleezza Rice, when she arrived Oct. 11.

The relatively small, but strategically important Kyrgyzstan was the secretary's first stop in her four-day, four-country tour of Central Asia. She is also scheduled to make stops in Afghanistan, Kazakhstan and Tajikistan before returning home to the U.S.

"We were absolutely honored to have a part in welcoming the secretary to the country," said Col. Randy Kee, 376th AEW commander. "The Airmen here have been pushing hard to keep Operation Enduring Freedom manned, fueled and equipped, and to have a visitor of her caliber recognize their work was inspiring to us all."

Some speculation had also arisen about a possible stop in Pakistan after the recent earthquake and Secretary Rice spoke of the compassion of U.S. forces during disasters.

"When people are in need, we go to their side, much as people came to our side recently after hurricanes Katrina and Rita," she said. "And I know you'll do a fine job in support of those operations, just as you've done an extraordinary job in support of the operations in Afghanistan."

While speaking briefly to the gathered assembly of American, French and Spanish troops, Secretary Rice highlighted the importance of coalition cooperation in the fight against terrorism.

"We have strong allies in this fight. It is not an American fight but rather a fight of free peoples," Secretary Rice said. "I want to thank you for the way you work together here as a Coalition — the way it really should be."

After addressing the servicemembers, Secretary Rice was scheduled to travel to Bishkek, the capital of Kyrgyzstan, for a meeting with officials there.

"When I see the leadership of Kyrgyzstan I will talk about the fact that we are allies in the war on terrorism as is demonstrated here," she said.



MANAS AIR BASE, Kyrgyzstan – Col. Randy Kee greets U.S. Secretary of State Condoleezza Rice as she steps off the plane here Oct. 11. Colonel Kee is the 376th AEW commander.

In addition Secretary Rice said she would highlight the importance of shared values.

"You are in the front line of defending those shared values," she said. "Thank you for everything you do. I know you miss your families but the American people are proud of what you're doing here."

Her words were not lost on those in attendance.

"I felt as though she, even at her level of power, had the right sight picture and knew what we were here to do," said Staff Sgt. Sarah Byron-Smith, 376th Expeditionary Medical Group public health non-commissioned officer in charge. "She made me feel very proud to be a part of such an historic time in our country and our world."

Reserve wing welcomes 'big' change to flying mission

TSgt. Charles K. Miller
445th Airlift Wing Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – There's been a big, big change at the 445th Airlift Wing. The wing received its first of 11 C-5A Galaxies Oct. 3.

Air Force Reserve Command wings don't change aircraft very often, and the 445th Airlift Wing is no exception, having flown C-141 Starlifters since the wing's activation Oct. 1, 1994. All that will soon be history.

The C-141s are being retired, and the C-5A's are replacing them. The transition should be complete by next June.

When the first C-5 arrived at Wright-Patterson, about 350 military people, civilians and military retirees turned out for a ceremony celebrating the wing's new flying mission.

Brig. Gen. Bruce Davis, 445th AW commander, landed the wing's first C-5 a minutes after the noon hour. After the flight crew secured the plane, he exited the plane and walked to a podium to tell the crowd about the wing and its change from C-141s to C-5s.

"Today, we exchange one old war bird for another old war bird," said the general, referring to exchanging 40-year-old C-141s for 35-year-old C-5s.

After delivering his remarks, General Davis led a group of 20 young men and women onto the C-5 where he swore them in to the Air Force Reserve and the 445th AW.

The C-5 is one of the largest aircraft in the world. Its cargo area can accommodate six Greyhound buses. First built in the late 1960s, it was



People line up to enter the 445th Airlift Wing's first C-5A Galaxy after it arrived at Wright-Patterson Air Force Base, Ohio, Oct. 3. designed to provide strategic airlift for deployment and supply of combat and support forces.

With a wing span of 222 feet, it is capable of moving 291,000 pounds of cargo as far as 1,530 nautical miles or 180,000 pounds of cargo as far as 3,200 miles. To reach these distances, it has 12 integrated wing fuel tanks that hold 51,150 gallons of fuel.

One of the unique features of the C-5 is its ability to kneel from its normal stance of 10 feet to just three feet off the ground. This allows drive-on and drive-off loading and unloading from the front and the rear.

Weekday physical exams not available

The staff members of the 910th Medical Squadron have appreciated the ability to take care of physicals for unit members here and there on weekdays over the past two years. However, with the upcoming deactivations, the MDS staff will be unable to provide this service anymore.

As of Oct. 3, the clinic began turning away individuals seeking to accomplish their physicals during the week. The MDS administrative staff simply cannot handle the workload of physicals, as they are also downsizing with the upcoming deactivations. Physical exams will continue to be provided on Fridays and Saturdays of the "A" UTA weekends. When possible, unit members are still encouraged to schedule physicals on "A" UTA weekend Fridays to help lighten the load on Saturdays. This not only helps the MDS, but it also helps members accomplishing physicals get through and get back to work faster.

All personnel are also asked that if they wish to address medical concerns with a provider regarding fitness testing, that they come up to the clinic during the "A" UTA weekends. When possible, please address these concerns at least one month prior to the intended fitness testing date, as there is paperwork that needs to be accomplished, and the MDS staff is unable to process this paperwork when personnel show up an hour prior to testing.

Education Web site available from home

The Education and Training Course Announcements Web site is now available at your home or from any non ".mil" computer through the Air Force Portal (<https://my.af.mil>).

Link to the ETCA: <https://rso.my.af.mil/etcacourses/>

To gain access to the AF Portal, a username and password is required.

Everyone should have access to the AF Portal.

1. Access to the AF Portal will also provide access to the Virtual MPF and MyPay (no need to remember multiple passwords.)

2. Favorite Web sites can be stored on your "Web Favorites" link, and then you may access them from anywhere in the world. This also comes in handy when your desktop computer crashes so you can add them back in again.

Every student should be required to read the Course Announcement for each formal school scheduled to attend. Now that this can be done in the comfort of each member's home, this should be much easier to do.

Safety office issues November Safety Tips

Weather is the big variable in November driving. One morning it's raining, sunny in the afternoon, and snow at night. Here in Northeastern Ohio and Western Pennsylvania this could be just another typical day. Temperatures drop to 30 degrees Fahrenheit and below at night and may hit 70 degrees Fahrenheit in the afternoon.

But no matter what the weather brings, people still have to drive to work, school, or wherever the daily schedule brings.

Now is a good time to check your vehicle over to ensure proper maintenance. Is the tread on your tires good or is it time for new ones. Sixty to 70,000 miles on a set of tires is good, but not really the best for winter driving. Is your windshield washer fluid made for winter temperatures, or is it the summer fluid? How old is your battery? Is the battery's charge strong enough for winter? How good are your wiper blades? Is your ice scraper in your car and is it in good repair? How good is your antifreeze? Is your heater working properly? Has the vehicle ever overheated?

When was the last time you had it checked or serviced? For more information about winter safety tips, contact the 910th Airlift Wing Safety office at 330-609-1391.

November 2005



SSgt. James L. Brock

Recruiters begin Fiscal Year

The 910th Airlift Wing Recruiters enlisted their first five new wing members for Fiscal Year 2006 Oct. 2 when five people said their Oath of Enlistment to Maj. Carolyn Milkovich, commander of the 910th Military Personnel Flight. For FY 06, the 910th recruiters have an assigned goal of 236 accessions.

Hurricane Katrina/Rita Aerial Spray Sortie Board

Date	Location	Acres	Flt Hrs
12 Sep	St. Bernard Parrish, La.	92,928	6.6
13 Sep	City of New Orleans, La.	58,624	8.2
14 Sep	City of New Orleans, La.	58,496	4.0
15 Sep	Washington Parish, La.	182,638	8.1
16 Sep	Washington Parish, La.	190,111	7.9
17 Sep	Safety down day		
18 Sep	Plaquemines and Jefferson Parishes	97,718	8.3
19 Sep	Tangipohoa Parish, La.	213,504	8.7
20 Sep	Tangipohoa and Ascension Parishes, La.	153,674	8.6
21 Sep	Ascension Parish and New Orleans, La.	69,108	6.9
22 Sep	Weather cancelled		
23 Sep	Aircraft swapout day		
24 Sep	Weather cancelled (Hurricane Rita)		
25 Sep	Weather cancelled (Hurricane Rita)		
26 Sep	Weather cancelled (Hurricane Rita)		
27 Sep	New Orleans, La.	31,488	6.8
28 Sep	Vermillion Parish, La.	84,349	4.6
29 Sep	Acadia Parish, La.	169,764	9.4
30 Sep	Acadia Parish, La.	139,156	8.1
1 Oct	Calcasieu Parish, La./Orange County, Tx.	110,051	8.6
2 Oct	Weather cancelled		
3 Oct	Beauregard Parish, La./Orange County, Tx.	125,253	9.6
4 Oct	Beauregard Parish, La./Orange County, Tx.	163,368	10.3
5 Oct	Vernon Parish, La./Orange+Jefferson Counties in Texas	96,525	8.0
6 Oct	Orange and Jefferson County, Tx.	153,941	10.0
7 Oct	Safety down day		
8 Oct	Vernon Parish, La./Jefferson County, Tx.	122,148	9.4
9 Oct	Plaquemines Parish, La./Jefferson County, Tx.	143,046	8.9
10 Oct	No flying due to lack of product		
11 Oct	Jefferson and Orange County, Tx.	160,678	10.4
12 Oct	Orange County, Tx.	28,093	4.3
	Totals:	2,644,661	175.7

Source: 910th Aerial Spray Mission Reports, as of Oct. 13

Dark Horse puts Services' lights out



TSgt. Shawn David McCowan

QB Earl's versatility (lt) was a major factor in the 26-0 win over Services.

Tech. Sgt. Shawn David McCowan
Public Affairs Specialist

The 910th Operations Support Squadron "Dark Horse" made a big mark on the volleyball season last year, but haven't been a factor in Esprit de Corps since. A 26-0 whaling of 910th Services quickly changed that.

The Dark Horse QB Robert "The Show" Earl got his team down-field within three minutes of their first possession. After a couple of blocked passes by Services, Earl ran the ball in for the first score. A successful 2-point conversion put Dark Horse up 8-0.

Services offense wasn't on the field very long. Dark Horse gave them some on-the-job training by crossing the field in two minutes. An Earl run put Dark Horse further up 14-0.

Services' defense began forcing Earl to rush his passes. Near the endzone Earl threw an errant pass to Services' Darius Wilson.

It seemed like the tide might turn in favor of Services, but Services failed to convert the turnover into points and Dark Horse got the ball back once again.

A quick pass to Nathon Gurto increased the Dark Horse the lead 20-0.

With a solid lead in the second half Dark Horse focused on defense. Eventually Services got the ball moving downfield, but that came to an abrupt end when "The Show" intercepted a pass and ran it in for a touchdown, increasing the Dark Horse lead to 26-0.

The Dark Horse defense controlled Services drives and their offense was content to run out the clock.

Macks clip Wings, get to semifinals



Jade Mines

Macks QB/Running Back Les Parkey (far rt) had plenty of time to make those run-or-pass decisions.

A piece-meal Wings team, missing over half of their players to deployments, showed up ready to take on the heavily-favored Macks. The Macks team experience paid off in the end with an 18-14 win.

The Wings first held the Macks to force a punt, then drew first blood with an early score on a bomb pass from backup QB John Wood to Khaleef Graham.

Just minutes before halftime, the Macks were in a third-and-long when QB Les Parkey hit Mike "Golden Boy" Golden for a huge touchdown pass. The Wings defense stopped the conversion and the game was tied at 6-6 at the half.

Parkey began to see holes in the Wings defense and started running draws for big gains. The Wings defensive secondary stopped nearly all pass completions.

Parkey and Golden connected again, putting the Macks ahead 12-6.

The Wings answered the Macks score with a 65-yard bomb from Woods to Anthony Ezell for a TD, tying the score at 12. They added the critical 2-point conversion at re-took the lead 14-12.

The re-energized Wings stopped the Macks on a 4th-and-goal and began to kill the clock with under five minutes left.

On third down with just over three minutes to go, Wood found Ezell open downfield, but Mike Golden was nearby and snagged the interception. A few plays later the Macks regained an 18-14 lead.

Desperate to take back the lead but exhausted from playing both lines, the Wings unsuccessfully attempted four pass plays. The Macks took over on downs with under two minutes left and elected to run out the clock to earn the 4-point victory.

APS drops OPS on way to finals



TSgt. Shawn David McCowan

Dark Horse fought hard but the 76ers could not be denied a title shot.

The 76th Aerial Port Squadron "76ers" found yet another way to win, defeating the tough Dark Horse team 20-12.

The final score didn't reflect the actual balance in the contest. After Dark Horse eliminated Services they took the field with a look of renewed energy. It showed right away as QB Robert Earl, the team's brightest star, guided Dark Horse straight down the field and then delivered a pass to Scott Julian for the opening touchdown.

It looked like the Dark Horse was once again on a warpath. They kept the 76ers scoreless through most of the first half. Then Halfback Nathon Gurto ran an end-around for another Dark Horse score putting them up 12-0.

Tired of being behind the Dark Horse, the 76ers took to the air and added six with a pass to Michael Rucker. The failed 2-point conversion made it 12-6 and that's where the score was at the half.

The 76ers began the second half by immediately tearing down the Dark Horse defense, driving the length of the field to tie the game at 12. Then they added the 2-point conversion to take the lead 14-12.

Although the Dark Horse battled back several times on offense they never added points. The 76ers were also held in check until a big break-away touchdown by Marc Cowan. Another extra point with just a minute remaining set the final score.

The win earned the 76ers a trip to the championship game.

NEWCOMERS

Staff Sgt. Scott A. Francesangeli, 757th Airlift Sq.
Senior Airman James L. Spidell, 76th Aerial Port Sq.
Senior Airman Robert E. Terry, 910th Security Forces Sq.
Airman 1st Class Vincent J. Gonzales, 910th Aircraft Maintenance Sq.
Airman 1st Class David M. Manning, 910th Maintenance Sq.
Airman 1st Class Michael A P Moore, 910th Maintenance Sq.
Airman 1st Class Christopher P. Spencer, 910th Maintenance Sq.
Airman Jeffrey L. Smith, 910th Maintenance Sq.

QTRLY AWARDS

Chief Master Sgt. Robert V. Glus Sr. has announced that the following personnel have been selected as the 2005 "Of the Quarter" Award Winners for the 4th Quarter of FY05.

Airman of the Quarter

SrA. Jennifer A. King
910th Maintenance Squadron

NCO of the Quarter

TSgt. Mary Anne Mracek
910th Maintenance Operations Flight

SNCO of the Quarter

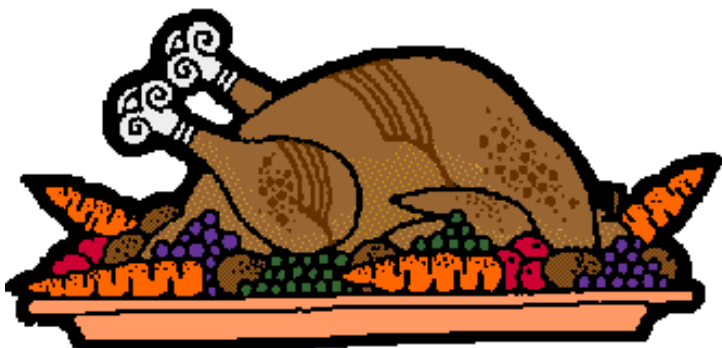
SMSgt. Bruce E. Hague
76th Aerial Port Squadron

Company Grade Officer of Quarter

Capt. Richard E. Slaght Jr.
910th Aircraft Maintenance Squadron



From your
**910th Airlift Wing
Public Affairs
office**



RETIREMENTS

Lt. Col. Martha V. Livingston, 910th Medical Sq.
Master Sgt. Robert A. Bartholomew III, 910th Aircraft Maintenance Sq.
Master Sgt. Jess R. Bianco, 910th Security Forces Sq.
Master Sgt. Clark W. Eberhart Jr., 910th Maintenance Sq.
Master Sgt. Charles L. Maze, 910th Maintenance Sq.
Tech. Sgt. Marcus L. Drummond, 76th Aerial Port Sq.
Tech. Sgt. Lawrence S. Foster, 910th Maintenance Sq.
Tech. Sgt. Robert D. Fry, 910th Maintenance Sq.
Tech. Sgt. John R. Silvis, 773rd Airlift Sq.
Staff Sgt. Ted H. Morris, 910th Maintenance Operations Flight



MSgt. Bryan Ripple

Fixing the Pump

Staff Sgt. Martin Fortney, a liquid fuels specialist with the 910th Civil Engineer Squadron, performs maintenance on an aircraft fuel pumping system on base as part of Task Qualification Training (TQT) during the September UTA. Sergeant Fortney performed his duties while wearing full chemical protective gear in MOPP 4, demonstrating his ability to do his job in a chemically contaminated environment.

**November UTA Pay Date
November 16, 2005**

Macks tackle 76ers for 2005 football title

TSgt. Shawn David McCowan
Public Affairs Specialist

It was no surprise

to see Aerial Port's "76ers" and Maintenance's "Macks" end up in the football finals. The two teams have met in many of the Esprit de Corps finals over the past several years. The surprise was the game itself; a three overtime marathon that the 76ers survived – not won – 20-14.

Most of the first half was played between the 20's. Neither team was able to get by the other defense. After several punts and a few unsuccessful 4th down efforts, the half ended with no score.

The second half began with a slow drive downfield by the 76ers. Although the Macks held them as long as they could, the 76ers punched in the first score with a pass to Steve Lindsay. They added to the score with a 2-point conversion by Kent Thornton.

With time about to expire, the Macks went into overdrive and pushed downfield as time slipped into the final seconds. Then QB Robert Earl found receiver Don McCormick in the endzone for a touchdown. Earl then connected with Steve Lindsay in the corner for the 2-point conversion.

The 76ers weren't able to drive in a winning touchdown, so the game went into overtime. Flag football overtime rules allows each team one set of four downs to score. Whichever team has the higher score after overtime is the winner.

The 76ers started on defense. The Macks scored with a touchdown run by QB Les Parkey. But they didn't manage the 2-point conversion.

Aerial Port answered with a TD pass to Bryan Alfredo and the Macks defense prevented the winning extra points. Both defenses stood up during the second OT and no points were scored.

In the third overtime the Macks took four solid plays toward the endzone, but the 76ers prevented the score. The 76ers managed to get right to the goal line, but then a pair of



TSgt. Shawn David McCowan



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Clockwise from left: nearly all of the passes into the endzone somehow involved Macks' Michael Golden (in black) and Trelayne Edwards (in red); (above) The 3-OT finals, the longest in 910th history, went almost two hours; Jack Ashton (rt) provided halftime entertainment; As soon as it was finally over, the 76ers made plans to defend the title (below).



TSgt. Shawn David McCowan

sharp passes from the 2-yard-line were knocked down in the endzone. On 4th-and-goal from the 2, Running Back Greg Allen, who'd seen very little action the entire game, ran up the middle and into the endzone for the win.

As his teammates piled on in the endzone celebration, the bloody-toothed smile of Greg Allen said it all. It was a struggle and an ugly one. But Aerial Port still managed to take it all with a 20-14 victory.

And just think; this is only the first Esprit de Corps event this year...



TSgt. Shawn David McCowan

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