



Refocusing On The Mission
After BRAC... Page 3

Putting the focus back on the mission

Col. Timothy J. Thomson
Commander

Secretary of Defense Donald Rumsfeld has stated many times that he wishes to transform the military from the cold-war oriented, major European war past to a quicker, more responsive force that is molded to meet threats anticipated in the 21st century. Following the BRAC announcement of May 13, the Air Force released the following statement: "The BRAC recommendations announced by the Department of Defense enable us to take full advantage of the expertise of each component of our total force — active duty, Air National Guard, Air Force Reserve and civilian — as we continue adapting the Air Force to meet the challenges of a dynamic global environment," said Michael L. Dominguez, acting secretary of the Air Force. These recommendations strengthen our ability to coordinate, integrate and operate as part of the joint war fighting team, but I also know they will significantly affect many people in the Air Force and in communities around these bases. We're committed to providing all the help we can to work through this together."

BRAC has never been easy for local communities to stomach. To a local community where the base is closing, it is nothing less than economic chaos due to the significant loss of jobs and government money that disappears. Truly, that is what BRAC is all about; reducing

expenditures, downsizing, becoming more efficient. It happens every day in corporate America. Somehow, it always seems like it is a greater burden for a community when a nearby government installation with a long history is shut down.

Imagine what it would have been like if the news for Youngstown had been adverse and Youngstown ARS had been on the list to close? Our members would have felt all the emotions that our Reserve brothers and sisters at Pittsburgh, Niagara, Milwaukee, and Willow Grove are feeling right now. Despair, betrayal, apathy, anger; these are just a few of the words that come to my mind.

We can feel proud that the Air Force saw significant military value in our mission and facilities that we were tentatively selected to stay open and continue the great work you have been doing around the world and at Youngstown ARS. At the same time, we should not gloat or be arrogant when we talk to our counterparts at the C-130 bases affected in the northeast. This will be a painful time for them, yet all of us will have to deal with the change and support this transformation within the AFRC C-130 community. We can get through it if we help each other and be humble as we witness the completion of the BRAC process. My goal is to help as many Air Force Reservists with jobs and opportunities if the ultimate decision is made to



Col. Timothy J. Thomson

close the four bases mentioned. I ask for your help in treating our C-130 AFRC neighbors with the respect and dignity they deserve. They've earned it, just as we have.

Now it is time to put BRAC on the "back burner" and get back to the business at hand. Our mission remains a dynamic, changing role for C-130 airlift and support units. We are still fighting the war in Iraq, Afghanistan, and all over the world. We have many challenges to face, BRAC is only one of them. I know you will be up to the challenge and Youngstown will remain a bright shining star in Northeast Ohio. Thanks for all you do in the defense of our country.

Respect the 'land of the free, and the home of the brave'

Chaplain (Lt. Col.) Paul R. Milliken
Wing Chaplain

He stepped out of obscurity and into American history during the highly unpopular War of 1812. On that mid-September night in 1814, a lawyer and poet found himself being paddled across the Chesapeake Bay in a small vessel on a mission of mercy. He'd volunteered to assist in a less than hopeful prisoner exchange attempt — swapping a captured Redcoat officer for the release of an elderly, but highly esteemed American doctor, William Beane.

His negotiating prowess readily became apparent, as he promptly returned with Dr. Beane in tow, and putting the finishing touches on a

poem he'd penned during his benevolent mission. Originally intended to be sung as a song of thanks for Baltimore's rescue from the British fleet's barrage, its hymn-like character remains evident today. Unlike other national anthems, "The Star Spangled Banner" exalts neither the grandeur of war, nor the military's high calling, but rather its author, Francis Scott Key, therein describes his gratitude for what he believed to be the Creator's intervention in a specific event and the resulting astonishing deliverance.

The next time you hear this marvelous tune sung, concentrate on its message, and maybe you'll feel the "goose bumps," as I do at its every singing, and realize we're still a part of that great heritage of "the land of the free, and the home of the brave."

Employer Awareness Day

Saturday, September 10, 2005

To nominate up to two employers, access www.afrc.af.mil/910aw/

Call the Public Affairs office for more information at 330-609-1236.

Nominations will be accepted until August 8, 2005

Maintenance Squadron welcomes new commander

Capt. Brent J. Davis
OIC, Public Affairs

When Brad Forrider joined the Air Force as an Aircraft Maintenance Technician, little did he know that 22 years later he would be leading the 284 men and women of the 910th Maintenance Squadron as their commander.

Capt. Forrider assumed command of the unit May 14 during an assumption of command ceremony presided by Col. Anna Schulte, commander of the 910th Maintenance Group.

Capt. Forrider entered active duty in the Air Force in April 1983 and was stationed at Lackland Air Force Base, and Sheppard Air Force Base in Texas, Williams Air Force Base, Ariz., Clark Air Base in the Philippines, and Holloman Air Force Base, N.M.. He was honorably discharged in September 1987 after attaining the rank of Staff Sergeant. During his active duty tour he performed Aircraft Maintenance Crew Chief duties on F-5E and AT-38B aircraft.

He joined the Air Force Reserve as a member of the 917th Consolidated Aircraft Maintenance Squadron at Barksdale Air Force Base, La., in April 1988. He transferred to the 910th Consolidated Aircraft Maintenance Squadron in August 1991. During his 14 years as an enlisted reservist he



Capt. Brent J. Davis

Capt. Brad Forrider with his wife, three sons, and his parents prior to his assumption of command ceremony.

performed Aircraft Maintenance Crew Chief, Quality Assurance, and Maintenance Operations Controller duties on KC-10 and C-130 aircraft and attained the rank of Master Sergeant before receiving his commission.

Then on May 1, 1997, after 14 years as an enlisted Air Force maintainer, the then Officer Candidate Forrider graduated from the Air National Guard's Academy of Military Science, earning his commission as a Second Lieutenant in the Air Force Reserve.

Lieutenant Brad Forrider was then assigned as a maintenance officer with the 910th Maintenance Squadron immediately following commissioning and remained in that position until assuming command last month.

"I'm not special, I'm blessed. And although I might be the one placed in the highest unit position, this is really about the proud members that make up the squadron," said Capt. Forrider. "My achievement is the result of so much effort by so many individuals. I say a big thank you to the many people who have helped me get here and I say thank you to my commanders who have shown their confidence in me by placing me here," the new commander said.



Capt. Brent J. Davis

Col. Anna Schulte, 910th Maintenance Group commander, passes the Maintenance Squadron flag to Capt. Forrider.

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On the cover...

Friday the 13th of May brought good news to the 910th when Secretary of Defense Donald Rumsfeld announced the Pentagon's plans to keep Youngstown Air Reserve Station open as part of the 2005 BRAC process. Here Col. Tim Thomson, commander of the 910th Airlift Wing, briefs local media outlets about the announcement. Photo by MSgt. Bryan Ripple.

Pentagon's recommendations favor Youngstown ARS

MSgt. Bryan Ripple
NCOIC, Public Affairs

With Youngstown Air Reserve Station having been spared by the initial Base Realignment and Closure recommendations of Secretary of Defense Donald Rumsfeld — at least so far — Col. Tim Thomson, commander of the 910th Airlift Wing, wants to return the focus of the base back on doing the job.

“The Air Force Reserve base here was not among the bases recommended for closing this morning by the Defense Department,” said Col. Thomson during a May 13 press conference at the base. “Quite the opposite: the base is slated to gain the air medical unit stationed at the Pittsburgh Air Reserve Station, which was recommended for closing. The relocation would bring four full-time and 134 reserve positions to Youngstown,” he said.

Secretary Rumsfeld made sweeping realignment and closure recommendations May 13 to the Base Realignment and Closure Commission, which has until Sept. 8 to review the recommendations and forward them to President Bush for his approval. Then, by Sept. 23, the president must accept or reject the BRAC Commission report in its entirety. If approved, the report will be sent to congress 45 legislative days after approval. If rejected, the report goes back to the BRAC Commission.

“It’s time for us to put BRAC on the back burner for us here at the 910th,” Col. Thomson said during a news conference held here. “We’ve done what we can and it’s time to get concentrating on the great job that we’ve been doing.”

The 910th has a lot on its plate this year, including three major inspections and one squadron, the 773rd Airlift Squadron and associated aircraft maintenance personnel still activated until the end of November this year.

“I want to get back to concentrating on the mission. BRAC has been a distraction in some respects,” he continued. “No offense to the media and to the public, but they’ve been so interested in it that it’s caused distractions at times. So now it’s time to put it on the back burner.”

After discussing his views of the distractions caused by BRAC, he also expressed his appreciation for the support of the community and the media.

The colonel agreed with retired Brig. Gen. Michael Gjede, the previous commander of the 910th Airlift Wing, that the base’s preservation was, more than anything, a tribute to the work of the men and women stationed here. Retired Brig. Gen. Gjede now serves as director of Operation: Save our Airbase Reservists, the community-support effort organized to help preserve Youngstown Air Reserve Station.

“Certainly the support has been outstanding from the community, there’s no doubt about that,” Col. Thomson said. “But I firmly believe that this BRAC is all about military value — what installations, what units, what missions are most valuable to the Air Force in the 21st Century.”

If the Defense Department’s recommendations are approved, the eight C-130s based at Pittsburgh will transfer to Fort Bragg, N.C. where a new active duty/reserve C-130 associate wing will be established.

Col. Thomson could not say specifically what factors kept Youngstown off the closing list. “I think I can tell you what makes us valuable,” he explained. “We have a great place to train, we have a great facility, we have an assault runway that many reserve bases don’t have and we have a lot of good things here.”

The day’s news was a little bittersweet for Col. Thomson, who found out the Air Reserve Station at Willow Grove, Pa., where he commanded



Col. Tim Thomson announces the Pentagon's plan to relocate the aeromedical evacuation squadron from Pittsburgh ARS, Pa. to Youngstown as part of the 2005 BRAC process.

the 913th Airlift Wing before coming to Youngstown, is among the facilities set for closing.

“You don’t spend seven years of your life and the longest tour in your Air Force career at a place without having some special thoughts about the people and the mission that they’ve had at Willow Grove for so very long,” he reflected.

While the men and women of the 910th Airlift Wing continue to do their job supporting the ongoing War on Terror throughout the world, the Operation SOAR group members will continue to monitor BRAC and review the data provided to the Defense Department to ensure the Youngstown Air Reserve Station remains open through the rest of the 2005 BRAC process.

911 AES Authorized Unit Manning

- 20 Flight Nurses (X46F3)**
- 32 Aeromedical Technicians (X4N0X1)**
- 4 Medical Service Corp Officers (041A3)**
- 8 Medical Administrative Specialists (4A0X1)**
- 1 Medical Materiel Specialist (4A1X1)**
- 2 Radio Operators (3C1X1)**
- 1 First Sgt – (8F000)**
- 1 Education & Training Manager (3S2X1)**

The organization is authorized 72 members, including 8 Aeromedical Evacuation Crews, 2 Crew Management Cells and 1 Stage Management Team



MSgt. Bryan Ripple

MSF gets new commander

Maj. Bob Hudson assumed command of the 910th Mission Support Flight from Lt. Col. Cynthia A. Wong during a May 14 Change of Command Ceremony. Hudson's family joined him during the ceremony. From left: Maj. Hudson's dad, Bob, his mom, Luva, Maj. Hudson, his son, Nick, his wife Denise, his daughter-in-law Audra, and his son SrA. Joe Hudson of the aerial port squadron.



Capt. Brent Davis

ESGR State Chair Award

Tech. Sgt. Robert Zehnder, right, an air cargo handler with the 76th Aerial Port Squadron, submitted a well-written employer award nomination form for his civilian boss, Stark County Sheriff Tim Swanson, that earned Sheriff Swanson the Ohio Employer Support of the Guard and Reserve's prestigious Seven Seals Award during the annual Ohio ESGR Awards Banquet held April 16 near Columbus.



TSgt. Shawn David McCowan

MXS breaks out heavy metal



TSgt. Shawn David McCowan

About 50 members of the 910th Maintenance Squadron gathered in the Aerial Spray hangar during the May UTA for a mass M-16 cleaning. After a refresher briefing by Security Forces, the group managed to clean 360 M-16s in three hours.

SMSgt. John Daniels, chief of aerial spray maintenance, said they have a hard time getting all the weapons cleaned any other way.

"It made sense to get it all done at once and our people stepped up to make this happen," said SMSgt. Daniels.

SSgt. Shawn Froehling inspects an M-16 before reassembly.



TSgt. Shawn David McCowan

Local first shirt honored

Master Sgt. David Hendricks, first sergeant with the 910th Logistics Readiness Squadron, was honored at the annual Armed Forces Week luncheon held at the Italian-American Club Post #3 in Youngstown May 19.

A member of each armed service was selected for their outstanding individual service and contribution.

MSgt. Hendricks, a railroad engineer for 11 years as a civilian, started out in information management. As a Senior Airman his efficiency earned him a job in charge of the base orders section. After flawlessly processing over 6,000 orders during the retirement of Strategic Air Command, he was picked to support the Deputy Chief of Staff at personnel headquarters at the Pentagon.

MSgt. Hendricks later joined the Reserve and the 910th Airlift Wing. He has since been appointed first sergeant in the newly-created LRS.

NEWS FEATURE

If put into law, Air Force Reserve Command will close three installations and move people from a dozen locations to two dozen sites throughout the United States.

Although command officials anticipate keeping roughly the same troop level authorizations, AFRC will expand some existing missions such as air operations center, space, unmanned aerial vehicle and associate-unit flying.

22nd Air Force would be affected by the 2005 BRAC proposals in the twelve states shown on pages 6-7 of this month's issue of The Airstream.

These and other changes are among those recommended by the Department of Defense to the Base Realignment and Closure Commission. DOD announced the recommendations May 13.

The BRAC process is simple, DOD officials said. The military services and joint cross-service groups develop closure and realignment recommendations. Military value is the primary consideration.

Also, the law mandates that department officials use a 20-year force-structure plan in forming their recommendations.

The services examine each base's "service-unique" function. In a difference this year, cross-service groups analyze functions that cross service lines. For example, all services have warehouses. So a joint group analyzes warehouse functions for all the services.

Cross-service groups examined seven functional areas: educational and training, headquarters and support activities, industrial, intelligence, medical, supply and storage, and technical.

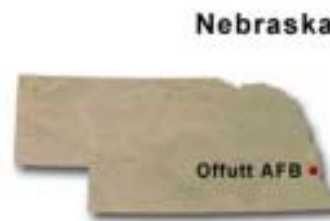
The commission is holding hearings and examining the recommendations, a process that runs through September. The commission sends an "all-or-nothing list" to the president, meaning the president can approve all of the closures and realignments on the list or disapprove the entire list. If he approves, the list goes to Congress.

The House and Senate have 45 "legislative days" to disapprove the list. If they do nothing, the list automatically is approved and has the "force and effect of law," officials said.



General Mitchell International Airport Air Reserve Station, Wis. – The AFRC portion of the installation closes. AFRC's 440th Airlift Wing transfers four C-130H2s to AFRC's 94th AW, Dobbins Air Reserve Base, Ga., and four C-130H2s to the active force's 314th AW, Little Rock AFB, Ark. Two hundred thirty full-time and 1,164 traditional reservist manpower authorizations move to Pope AFB/Fort Bragg, forming an AFRC unit-equipped C-130 unit. These are part of a larger effort throughout the Air Force to create squadrons of more effective size and to rebalance the balance of C-130s among active and reserve components. The Air National Guard's 128th Air Refueling Wing at General Mitchell Air Guard Station is not affected by actions at General Mitchell Air Reserve Station.

Youngstown Air Reserve Station, Ohio – AFRC's 910th Airlift Wing gains eight full-time and 210 traditional reservist authorizations when AFRC's 911th AW aeromedical evacuation unit relocates from Pittsburgh International Airport ARS, Pa. The move permits the aeromedical evacuation unit to continue its flying mission and offers proximity to a large recruiting population.



Offutt AFB, Neb. – One hundred fourteen full-time and 590 traditional reservist positions from the headquarters staff and expeditionary combat support of AFRC's 911th Airlift Wing, Pittsburgh International Airport Air Reserve Station, Pa., transfer to Offutt AFB to form a new wing for an emerging mission.

Colorado



Peterson AFB, Colo. – AFRC's 302nd Airlift Wing gains four C-130H3 aircraft from the active force's 317th Airlift Group, Dyess AFB, Texas. The active force creates an active associate C-130 unit to train with the 302nd AW. This action gives the active force an opportunity to work with experienced reservists.

Schriever AFB, Colo. – AFRC's 914th Airlift Wing at Niagara Falls International Airport Air Reserve Station, N.Y., transfers 85 full-time and 259 traditional reservist authorizations to AFRC's 310th Space Group. This action supports the command's expanding space program and provides the manpower to robust the group to a space wing.

2005 BRAC Timeline

- May 13, 2005, Defense Secretary Donald Rumsfeld announced the department's recommendations to the BRAC Commission.
- The commission will then forward its report to the president by Sept. 8, 2005.
- The president will have until Sept. 23, 2005, to approve the recommendations in their entirety.
- If accepted, Congress will have 45 legislative days to disapprove the recommendations in their entirety or they will be automatically approved.

22 AF BRAC announcements

Proposals would affect 22nd AF spanning 12 states

Lackland AFB, Texas – The civil engineering squadron from AFRC's 914th Airlift Wing, Niagara Falls International Airport Air Reserve Station, N.Y., and AFRC's 710th Intelligence Squadron, Brooks City-Base, Texas, move to Lackland AFB. These moves are the result of closing Niagara Falls IAP ARS and moving Air Force agencies from a leased facility in San Antonio to a military base.



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Timeline

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Announcements by state



Maxwell AFB, Ala. – AFRC's 908th Airlift Wing gains four C-130H2s and 120 traditional reservist authorizations from the Air National Guard's 179th AW at Mansfield Lahm Municipal Airport, Ohio. The move is part of a larger effort to create more effectively sized squadrons throughout the Air Force.

June 2005



Niagara Falls International Airport Air Reserve Station, N.Y. – The installation closes. AFRC's 914th Airlift Wing transfers its eight C-130H3 aircraft to robust the active force's 314th AW, Little Rock AFB, Ark. Eighty-five full-time and 259 traditional reservist positions from the 914th AW's expeditionary combat support go to AFRC's 310th Space Group at Schriever AFB, Colo., to bolster its role in the space program and provide manpower to form a space wing. Two full-time and 89 traditional reservist positions from the 914th AW's civil engineering squadron move to Lackland AFB, Texas. Thirty full-time and 60 traditional reservist authorizations from the 914th AW headquarters staff transfer to Langley AFB, Va., to support a command and control mission.

Pittsburgh International Airport Air Reserve Station, Pa. – The installation closes. AFRC's 911th Airlift Wing transfers eight C-130H2 aircraft to Pope AFB/Fort Bragg, N.C., to form a unit-equipped Reserve C-130 unit along with an active associate unit. This action is part of the effort to consolidate aircraft locations. The 911th AW's aeromedical unit relocates eight full-time and 210 traditional reservist slots to AFRC's 910th AW, Youngstown ARS, Ohio, because of the flying mission and proximity to a large recruiting population. One hundred fourteen full-time and 590 traditional reservist manpower authorizations from the Pennsylvania unit transfer to Offutt AFB, Neb., to form a new Reserve wing.

Willow Grove Air Reserve Station, PA. – Naval Air Station Willow Grove closes resulting in the realignment of AFRC's 913th Airlift Wing. The Reserve wing retires its eight C-130E aircraft as part of the Air Force's modernization and consolidation of C-130 aircraft. The 913th AW transfers 94 full-time and 585 traditional reservist authorizations to Eglin AFB, Fla., to form part of a new AFRC wing.



Langley AFB, Va. – AFRC transfers 30 full-time and 60 traditional reservist slots to Langley AFB to support a command and control mission. The manpower authorizations are from the wing headquarters element of AFRC's 914th Airlift Wing, Niagara Falls International Airport Air Reserve Station, N.Y. The action is the result of closing Niagara Falls IAP ARS.



Pope AFB/Fort Bragg, N.C. – AFRC's 440th AW, Gen. Mitchell International Airport Air Reserve Station, Wis., transfers 100 full-time and 753 traditional reservist authorizations to form part of a new AFRC wing and 130 full-time and 411 traditional reservist authorizations for AFRC C-130 operations and maintenance. AFRC's 911th Airlift Wing, Pittsburgh International Airport Air Reserve Station, Pa., transfers eight C-130H2s and the Air National Guard's 130th AW, Yeager Air Guard Station, W. Va., transfers eight C-130H2s to Pope AFB/Fort Bragg to equip the AFRC airlift wing. The active force establishes an active associate C-130 unit to give Airmen an opportunity to work with experienced reservists.



Dobbins Air Reserve Base, Ga. – AFRC's 94th Airlift Wing gains four C-130H2s from AFRC's 440th AW, Gen. Mitchell International Airport Air Reserve Station, Wis. The move is part of a larger effort to create more effectively sized squadrons throughout the Air Force.



Eglin AFB, Fla. – This Air Force Materiel Command base receives 97 full-time and 723 traditional reservist authorizations from AFRC's 913th Airlift Wing, Willow Grove Air Reserve Station, Pa., and AFRC's 92nd Aerial Port Squadron, Wyoming City, Pa., to form an AFRC wing in support of an emerging mission.

Air Force Reserve adopts new recruiting logo

Air Force Reserve Command has a new advertising logo that more closely aligns it with the active force while touting the command as a high-tech, professional fighting force.

Sleek and simple, the AFRC logo features the Air Force's new logo alongside the words "Air Force Reserve" in a stylish, modern typeface.

AFRC recruiting officials began working with Blaine Warren Advertising in January to develop the new logo. It replaces the "Above and Beyond" logo featured in Reserve recruiting and advertising products since 1998.

Lt. Col. Jerry Herbel, chief of Headquarters AFRC Recruiting Service's advertising and information systems division here, said the time was right for a new advertising logo.

"We wanted a logo that captured the spirit of Air Force Reserve Command but also conveyed the message that we are a part of the overall Air Force," he said. "We went through a number of different designs and got input from focus groups of recruitable people. This was the design that best conveyed the message we were trying to get out."

AFRC senior leaders approved the new logo in May. They were involved in the development process from the beginning and are excited to see the new logo in the Reserve's upcoming advertising and recruiting products.

"This new logo will give a streamlined and modern look to our advertising products, and it emphasizes the word 'Reserve,'" said Lt. Gen. John A. Bradley, chief of Air Force Reserve and AFRC commander. "Since the Air Force adopted its new symbol last spring, we wanted to incorporate that symbol into our advertising logo. This will help us brand the Air Force Reserve as a proud part of the world's greatest Air Force."

Col. Francis Mungavin, AFRC Recruiting Service commander, said the new logo is appropriate for the command during its transformation into the 21st century.

"The young folks entering AFRC really like the new logo," he said. "Their feedback to us (from focus groups) has been that it's modern, high-tech and cool looking."

Maj. Gen. Mark Rosenker, mobilization assistant to General Bradley in his role as commander, helped develop the new logo as the leader of a cross-functional AFRC team that looks at command branding and marketing.



"I think everyone in AFRC will be pleased and very proud of the new logo," he said. "It's simple, elegant and powerful, and it clearly brings us into the 21st century. The logo's progressive typeface, combined with the new effective Air Force logo, sends a strong message to the audiences we are trying to reach."

Sterling Martell, creative director for Blaine Warren Advertising, said the logo will be much easier to integrate into television and print advertising products.

"By incorporating the Air Force logo, it allows us to piggyback off of what the Air Force does in terms of advertising," Mr. Martell said. "I think it's a good design, and we were able to get consensus from the Reserve's senior leaders that this is a good design."

"When people see the new logo they are going to get the idea that the Air Force Reserve is new and improved without us coming right out and saying 'new and improved.'"

A major difference between the new logo and the ones the command has used in the past is the new logo doesn't feature a slogan. AFRC has used "Above and Beyond" as a slogan since 1998. Before that, the command used "A Great Way to Serve" for 20 years.

Colonel Herbel said not having a slogan tied to the logo gives the command more freedom in how it uses the logo.

"We might use a slogan along with the logo in some of our products," he said. "It will depend on the particular audience we are trying to reach. Without a slogan, we feel we are drawing attention to the word 'Reserve,' and that is one of the main objectives we were trying to achieve."

The command will feature the new logo in all of its new advertising products but will continue using promotional items with the old logo until they are all gone, Colonel Herbel said.

Airmen allowed to show service colors while traveling

SSgt. C. Todd Lopez
Air Force Print News

WASHINGTON — A new Air Force policy gives Airmen the choice to show their colors when traveling to and from deployment locations.

Airmen traveling to and from the U.S. Central Command Air Forces' area of responsibility have been, until recently, required to wear civilian clothing on flights in and out of the area.

Under a new policy, Airmen now have the option to wear their desert combat uniform on those flights. The policy change came after suggestions to both the chief of staff and chief master sergeant of the Air Force, said Senior Master Sgt. Dana Athnos, the Air Force's uniform board superintendent.

"This started with queries to Air Force senior (leaders) as they toured the AOR," Sergeant Athnos said. "This was about pride. Other services were coming home in uniform and experiencing tremendous support along the way from the American public. Our Airmen were in civilian clothes, and people didn't readily recognize them as Air Force personnel. They simply want the country to know they are proud of their service too."

The new policy allows Airmen to wear their uniforms when traveling inside the United States to their port of departure, so long as they fly aboard a U.S.-based airline. Airmen may also wear their uniforms when

traveling to the AOR if they are flying on a military or chartered commercial aircraft. The same rules apply when Airmen come home.

One concern for policy makers is that Airmen remember to conduct themselves as true Air Force professionals. Sergeant Athnos said Airmen are reminded that their uniforms must always be clean and serviceable; they must be in compliance with dress and appearance instructions and always conduct themselves in a manner befitting the Air Force.

Some Airmen might want to wear their uniforms when traveling to a deployed location, but are afraid of drawing unnecessary attention to themselves.

Sergeant Athnos said U.S. airports have plenty of security, and that the Air Force has historically allowed or even required Airmen to be in uniform when aboard aircraft.

"Besides, if you were in civilian clothes, you would still have your web gear and your mobility bags with you, and you are still hanging around the (United Services Organization)," she said. "It's not a secret that you are in the military."

Also, part of the policy is a requirement that Airmen carry a change of civilian clothes with them if they choose to wear a uniform, and a clean uniform if they choose to wear civilian clothes. That kind of preparedness allows Airmen to adjust their appearance should the situation demand it.

910th exceeds AFAF fundraising goal

Members of the 910th Security Forces Squadron headed up this year's official fund-raising drive for the Air Force Assistance Fund here and exceeded their goal for donations by more than 250 percent.

The 910th's goal for donations this year had been set at \$1,500, but a concentrated effort by a group of dedicated members from the squadron raised \$3,884.50 during the drive that took place April 1 to May 12. Over 70 different donations helped put the 910th in first place among Air Force Reserve Command units in this year's fundraising effort.

"The Air Force Assistance Fund is a great way to help Airmen in need," said Master Sgt. John Falfas, one of the AFAF drive coordinators. "More than \$11,000 in aid was distributed to members of the 910th last year, and we will continue to contribute to this great cause," he said.

The next big AFAF related event will be an AFAF Golf Outing at Candywood Golf Course near the base. For more information regarding this event, contact Master Sgt. John Falfas at 330-550-4858.



Bo Joyner

Daytime night owls

A Youngstown Air Reserve Station C-130 crew practices joint maneuvers in the skies over Fort Huachuca, Ariz., during Patriot Night Owl April 26. Patriot Night Owl brought crews from five of Air Force Reserve Command's C-130 units together to practice tactics and maneuvers both during the day and at night.

BRAC commission seeking inputs

Air Force officials have said the secretary of defense's Base Realignment and Closure commission recommendations are not final.

"The president's BRAC commission will review the list for conformity with the Defense Department's force structure plan and published selection criteria," said Gerald F. "Fred" Pease Jr., deputy assistant secretary of the Air Force for basing and infrastructure analysis. "The commission will report its findings and conclusions to the president by September."

Local communities will still be able to address their concerns to the BRAC commission at one of several planned regional meetings, he said. People wanting information on the meetings can contact the BRAC commission at (703) 699-2950 from 8 a.m. to 6 p.m. EDT Mondays through Fridays.

Additionally, communities can provide inputs to the commission through its toll-free phone line at (888) 473-6120 from 8 a.m. to 8 p.m. daily, or by writing to BRAC commission, 2521 South Clark Street, Suite 600, Arlington, Va., 22202. Commissioners expect to have a Web page for online submissions after May 16. (Courtesy of Air Combat Command News Service)

June 2005



R.D. Ward

Gen. Richard B. Myers, chairman of the Joint Chiefs of Staff, and Secretary of Defense Donald H. Rumsfeld talk with reporters in the Pentagon, May 12, 2005, about the process by which the Base Realignment and Closure Commission has made its decisions regarding the fate of military installations across the country.

Get your points summary from vMPF

The Air Reserve Personnel Center no longer mails Air Force Form 526, Air National Guard/Air Force Reserve Point Credit Summary, to Air Force reservists.

Guard and Reserve members had been receiving the form annually since October 1972. They must now use the virtual Military Personnel Flight to print a copy of their point credit information.

In addition, the Air Force is eliminating the form itself and will no longer place it on microfilm.

As a result, point credit information will reside in data form in the Military Personnel Data System where personnel specialists will obtain it by pulling products from the system. They will use these products to verify reservists' service.

Reservists should print their summary of points using the vMPF and maintain copies in their personal files in the same manner as leave and earnings statements and other important documents.

This change promotes the use of the vMPF and self-service by reservists. Both actions are transformation goals. Whether at home, at work or while deployed, reservists have the means to access their point credit information.

They may call Headquarters ARPC/DPPK toll free at 1-800-525-0102 for questions and concerns about credit of points. They can access the vMPF by going to: www.afpc.randolph.af.mil/vs/



MSgt. Bryan Rippe

U.S. Senator Mike DeWine, left, and Congressman Tim Ryan, right, visit with Col. Tim Thomson and Chief Bob Glus May 9.

76ers battle for every point chasing v'ball title



Robert Zehnder (up for the spike) has been a member of the 76ers dynasty for most of the six title years.

TSgt. Shawn David McCowan
Public Affairs Specialist

The night seemed to be scripted for an upset. Upstarts from the Operations Support Squadron came out of nowhere and made the finals. The 76th Aerial Port Squadron barely made it past The Force into the big show. For just a moment it looked like a dynasty could fall...

76ers edge Macks

The 910th Maintenance "Macks" managed to hold a lead until half way through the first game. At one point the score was 14-9 in favor of the underdogs.

But the 76ers struggled back and eventually took a 19-15 lead.

The Macks strong positioning began to break down and the 76ers wrapped up game one 21-17.

The Macks looked like a different team in game two, and not in a good way. The game remained close until desperation took over and the 76ers smelled blood.

For the first time the fans got to see the "Spackman Spike." Once the flurry of scoring started for the 76ers it didn't let up.

Near the end of the game the serves and points changed sides after each score. Neither team established dominance, but something had to give.

During game point for the 76ers, one of the Macks' successfully blocked a spike, but his foot crossed the netline. It resulted in match point.

The shocked Macks packed their things while the 76ers briefly celebrated before going on to the title game.

OSS "Dark Horse" stampedes The Force

910th Operation Support Squadron "Dark Horse" established a basic-but-effective plan; bump-set-spike-score-repeat.

The first game was the biggest defeat in recent Esprit de Corps volleyball history, with the OSS Dark Horse winning 21-5.

The Force's early second game lead didn't last long. The Dark Horse finished off the Macks with a decisive 21-15 win.



The 76ers had to earn every point.



Terry Harrison (left) is dejected after a line violation cost Macks the match.

Esprit de Corps 2005 Softball Tournament

910 OSS/OG
"Dark Horse"

4 Jun 1730

910 MDS
"TeamMed"

910 MXS
"Macks"

4 Jun 1815

910 CES
"CevEnS"

**Defending
Champions:
CES "7's"
over "Macks"**

76 APS
"76ers"

4 Jun 1900

910 LRS

910 SFS
"The Force"

6 Aug 1730

910 AW "Wings"

9 Jul 1600

910 SVS

Previous teams defeated by APS in volleyball finals...

- 2005 76ers over OSS
- 2004 76ers over LRS
- 2003 76ers over LRS
- 2002 76ers over MXS
- 2001 76ers over CES
- 2000 76ers over SVS

Current Standings

Team	Pts.	Prev.
1. MXS "Macks"	655	(1)
2. APS "76ers"	620	(6)
3. Services	480	(2)
4. OSS "Dark Horses"	450	(7)
5. SFS "The Force"	410	(4)
6. LRS	305	(3)
7. CES "CvEnS"	250	(5)
8. MDS "TeamMed"	180	(8)
9. AW "Wingers"	120	(9)
10. CF	90	(10)

PROMOTIONS



Rex Neff, 76th Aerial Port Squadron
Shawn White, 910th Maintenance Squadron



Richard Glus, 910th Airlift Wing
Melinda Pavkovich, 773rd Airlift Squadron
Frank Perl, 910th Maintenance Squadron



Greg Allen, 76th Aerial Port Squadron
Michael J. Ballway, 910th Airlift Wing
Angelo Bartelli, 76th Aerial Port Squadron
Jeffrey Burke, 910th Security Forces Squadron
James Currie, 910th Security Forces Squadron
Steven Lindsay, 76th Aerial Port Squadron

Charles C. Baird Jr., 910th Communications Flight
Dale T. Dragony, 76th Aerial Port Squadron
Eric M. Foley, 910th Maintenance Squadron
Joshua D. Indorf, 757th Airlift Squadron
Lisa M. Kell, 910th Airlift Wing
Lisa A. List, 910th Airlift Wing
John A. Pierson, 76th Aerial Port Squadron
Francesco Serrao, 910th Maintenance Squadron



John V. Ash, 910th Maintenance Squadron
Richard A. Bauer Jr., 76th Aerial Port Squadron
Sean Beam, 910th Security Forces Squadron
John P. Jones, 910th Maintenance Squadron
Edward L. McLean, 910th Security Forces Squadron
Daniel E. Ratzel, 910th Communications Flight
Justin R. Speight, 773rd Airlift Squadron
Walter P. Tringhese, 910th Maintenance Squadron



Melvin D. Burns, 910th Civil Engineer Squadron
Mark T. Cherry, 910th Maintenance Operations Flight
Jessica A. Conrad, 910th Services Squadron
Matthew J. Devasthali, 910th Civil Engineer Squadron
Eric J. Drda, 910th Maintenance Squadron
Johnathan A. Hall, 910th Civil Engineer Squadron
Dresden Johnson, 910th Logistics Readiness Squadron
Jennifer A. King, 910th Maintenance Squadron
Mark A. Marino, 76th Aerial Port Squadron
Shawn P. O'Neil, 773rd Airlift Squadron
Courtenay N. Perkins, 910th Security Forces Squadron
Christopher A. Purola, 910th Civil Engineer Squadron
Michael A. Reed, 910th Maintenance Squadron
Aaron J. Sacks, 910th Maintenance Squadron
Ana P.R. Smith, 910th Logistics Readiness Squadron
Omari A. Smith, 910th Maintenance Squadron
Hunter P. Ventry, 910th Civil Engineer Squadron



Casey T. Cleveland, 76th Aerial Port Squadron
Adonis N. Dascoulias, 910th Maintenance Squadron
Alex M. Davison, 910th Services Squadron
James A. Hammond, 910th Civil Engineer Squadron
Tanisha M. Hudson, 910th Maintenance Operations Flt.
Kurt D. Kendzierski, 910th Civil Engineer Squadron
Angel M. Morris, 910th Medical Squadron
Yolanda E. North, 76th Aerial Port Squadron
Nicole R. Pitts, 910th Medical Squadron
Sarah L. Savel, 757th Airlift Squadron
Rayshawn L. Whitsett, 910th Civil Engineer Squadron



Robert D. Beacham, 910th Airlift Wing
Benjamin P. Palmer, 910th Logistics Readiness Squadron

NEWCOMERS

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

Senior Master Sgt. Sandra J. Waliczek, 910th Medical Squadron
Tech. Sgt. Dennis W. McClaine, 910th Maintenance Squadron
Tech. Sgt. Khalid Mulazim, 910th Airlift Wing
Tech. Sgt. Debra R. Worth, 910th Aircraft Maintenance Squadron
Staff Sgt. William R. Blake, 910th Communications Flight
Staff Sgt. Christopher R. Gerow, 910th Maintenance Squadron
Staff Sgt. Jason I. Millett, 910th Maintenance Squadron
Staff Sgt. Carnetta R. Thomas, 910th Logistics Readiness Squadron
Senior Airman Eric M. Armstrong, 910th Medical Squadron
Senior Airman Jose L. Diaz, 910th Maintenance Squadron
Senior Airman Richard W. Schaefer, 910th Maintenance Squadron
Senior Airman Jessica L. Hyde, 910th Services Squadron
Senior Airman Shawn D. Spaulding, 910th Communications Flight
Senior Airman Christina A. Wright, 910th Airlift Wing
Airman 1st Class Jason M. Bell, 910th Maintenance Operations Flight
Airman 1st Class Scott E. Brown, 910th Maintenance Squadron
Airman 1st Class Gary A. Elliott Jr., 910th Aircraft Maintenance Squadron
Airman 1st Class Christopher G. Fawver, 910th Maintenance Squadron
Airman 1st Class Charlethea J. Francis, 773rd Airlift Squadron
Airman 1st Class Elizabeth K. Gilliam, 910th Operations Support Squadron
Airman 1st Class Brian M. Gowday, 910th Logistics Readiness Squadron
Airman 1st Class Eric S. Johnson, 910th Maintenance Squadron
Airman 1st Class Sara Jane G. Mesina, 910th Maintenance Squadron
Airman 1st Class Gabriel A. Paige, 910th Maintenance Squadron
Airman 1st Class Antonio D. Robinson, 910th Services Services Squadron
Airman 1st Class Ruben D. Sanchez Jr., 910th Aircraft Maintenance Squadron
Airman 1st Class Steven P. Schmitz, 910th Security Forces Squadron
Airman 1st Class Matthew A. Springer, 910th Maintenance Squadron
Airman 1st Class Joshua D. Winder, 910th Maintenance Squadron
Airman 1st Class Matthew J. Woods, 910th Aircraft Maintenance Squadron
Airman 1st Class David T. Yascone, 910th Maintenance Squadron
Airman Christopher J. Brooks, 910th Medical Squadron
Airman Thomas A. Burke, 910th Services Squadron
Airman Jherise I. Deskin, 910th Airlift Wing
Airman Louis A. Fusco, 76th Aerial Port Squadron
Airman Rorry J. Garrett II, 910th Maintenance Squadron
Airman Thor A. Satterthwaite, 910th Civil Engineer Squadron
Airman Cassandra M. Studer, 910th Medical Squadron

76 APS survives OSS Dark Horse



TSgt. Shawn David McCowan



TSgt. Shawn David McCowan

Although the Dark Horse kept it close, the 76ers went from even, measured plays to “get it under control and drill it at them.” The change paid off and the 76ers took advantage of the Dark Horse inexperience.

In the end, the 76ers came out six-time volleyball champions by defeating the Dark Horse of Operations Support Squadron. But the title was far from an easy take...

Just a year ago Operations Support Squadron wasn't in Esprit de Corps competition. Suddenly this new OSS team was in the finals. They put the rest of the 910th sports realm on notice: There's a new contender in town.

The OSS Dark Horse took an early lead against the 76ers. The 76ers battled to stay in the game and capitalized on the few mistakes by the newcomer Dark Horse. Soft sets and precision spikes just inside the line got the 76ers back into it. APS' determination eventually squeaked out a win 21-19.

Game two played out point-for-point until the score was 12-11. Then the 76ers tried and true skills became apparent.

TSgt. Shawn David McCowan
Public Affairs Specialist

“The whole team was scared. Who are these guys? We figured it was going to be an early night, and instead it feels like we survived, not won,” said 76ers captain Scott Spackman.



TSgt. Shawn David McCowan

“No one saw us coming. I didn't think we'd get this far, but I know we have the talent to do it,” said team captain Jeff Vandootingh (middle).



TSgt. Shawn David McCowan

Scott Spackman said the 21-15 win was the sweetest victory ever for the 76ers.

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