

THE Airstream



910th C-130s Help Army Airborne
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FROM THE TOP

Air Force Reserve commander discusses vision of AFRC

Lt. Gen. John A. Bradley

Commander of Air Force Reserve Command

As we move into 2006, it is clear that we need to remain adaptable and innovative as we reconcile the significant manpower reductions, budget constraints and considerable force structure changes that lie ahead. We are being challenged with tough choices as bases and wings close or reorganize, but I'm confident we will emerge more efficient and capable than ever. A key part of our decision-making strategy is to ensure everyone has a clear vision for the future of the Air Force Reserve.

Our mission in this rapidly changing environment is to provide the world's best mutual support to the Air Force and our joint partners. To this end, we are introducing the Air Force Reserve Vision with a focus on the wingman concept. You can expect to hear more about the Vision and our future goals following the Senior Leaders Conference in February. Being a good wingman is not an easy job! We will maintain the highest levels of combat readiness and be prepared to not only maintain good formation, but also take the lead as necessary. We must anticipate evolving requirements and quickly adapt to meet those demands. The best wingmen look for optimal ways to employ our force and advocate processes and improvements that make everyone more effective. We are diligent and always alert, ready to warn others of impending peril. Great

wingmen are never expected to blindly follow or be viewed as the "B-team." Our role is not to be #2 but to be the steadfast wingman, efficiently delivering highly experienced personnel, modern equipment and incomparable combat capability to combatant commanders.

The *Vision*, along with the documents and associated products, is intended to help everyone in the Air Force Reserve make cohesive decisions that focus our resources on our highest priorities while maintaining the key attributes that ensure our component's continued success. I ask for your complete support as we work together to build a stronger, more agile Air Force. As you continue to seek innovative ways to be more effective and responsive wingmen, I am confident our heritage will extend its acclaim as a vital contributor to the Air Force and the defense of this nation.

Thank you for your continued support and for your part in making the Air Force Reserve the *Unrivaled Wingman!*



Lt. Gen. John A. Bradley

Total Force Integration -- The Future Is Now



Much has happened since the original Future Total Force effort got off the ground; the BRAC and QDR processes have had a significant impact on how we are shaping our force and how we realize our integration goals.

Air Force Secretary Michael W. Wynne recently stated, "The Total Force is now." His vision confirms that the regular Air Force, Air National Guard and Air Force Reserve are moving

together into the future...quickly. Integration of all components will continue to leverage the strengths inherent in each and will be a critical enabler as we meet current and future threats.

In keeping with the Secretary's vision, the previous FTF office is now the "Total Force Integration" directorate. This name change will in no way alter the mission, functions or responsibilities. The mission remains to fully leverage the potential of greater integration of the regular Air Force, Air National Guard and Air Force Reserve to help create a smaller, more efficient and more lethal Air Force. The new name does more accurately reflect the office's mission and recognizes that we are now and have been a Total Force. *The future is now.*

Remember who you are, an important part of the 910th

Chaplain (Lt. Col.) Paul R. Milliken

Wing Chaplain

Cinderella Man tells the true story of boxing legend James J. Braddock (Russell Crowe), having made an incredible comeback during the Great Depression. Injured and arthritic, Braddock's promising career was cut short, and he had to go on public assistance when he couldn't get work at the New Jersey docks. But when an opportunity arose for him to re-enter the ring — and provide for his family — he took it, and his world changed.

Now fighting with a purpose, Braddock starts winning fight after fight. He inspires the struggling nation with his perseverance in the midst of hardship. As his comeback builds steam, he keeps remembering the faces of his children and his wife and how important it is for him to provide for them.

Finally, Braddock wins his way into a showdown with then World Heavyweight Champion, Max Baer. Baer, a vicious fighter, is notorious for killing 2 men in the ring. In the days before the fight he ridicules, threatens, and mocks Braddock, and as the world looks on, great concern arises for Braddock's life.

When the big day arrives, just moments before the fight, Braddock's wife sneaks into the bowels of the arena to find her husband in the locker room. The look in her eyes sends everyone else from the room, and she marches straight up to Braddock. With a tender fierceness that can only come from a loyal wife, she locks her husband in her stare for the final words he'll hear before the big event.

"So you just remember who you are," she says. "You're the Bulldog of Bergen, and the Pride of New Jersey. You're everybody's hope, and your kids' hero. And you're the champion of my heart, James J. Braddock."

Remembering who we are truly can make all the difference. Braddock wins the fight. And you're an important part of the 910th Airlift Wing.

Remember who you are.



Chap. (Lt. Col.) Paul Milliken

Base lodging project takes off with \$7.5 million check

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

If all goes as planned, lodging opportunities for reservists at Youngstown Air Reserve Station, may quadruple over the next several years.

The first phase of a military construction project to add new lodging rooms at the base kicked off Jan. 27 when U.S. Rep. Tim Ryan of Niles, D-17th, presented Col. Tim Thomson, commander of the 910th Airlift Wing, a ceremonial check for \$7.5 million. The federal dollars will be used to build a new lodging building on base, the first of four phases planned.

Cong. Ryan, who secured the \$7.5 million as well as an earlier \$1 million design grant, said the new lodging should help secure a future for the base.

“We’re making sure that this base is on the cutting edge of anything that the military wants to do,” the congressman said. “This is one step in that direction, to make sure that this base is going to be around for a long, long time.”

Col. Thomson remarked that much of the emphasis on the recent Base Realignment and Closure process — or BRAC — was on military value.

“Military value means being able to take care of our own reservists who live and work out here and we’ve been unable to do that because we’ve only got a few rooms on the base, so this is going to help us get to that level that we need to be at, which is eventually over 300 rooms,” he said.

The 910th Airlift Wing consists of about 1,400 reservists, but its two lodging buildings, erected in 1953 but renovated since then, have just 76 rooms. When those rooms are occupied by reservists who live outside of commuting distance, others must stay at area hotels under contract with the air base at a special military rate.

The first phase of the new housing project will add 40 to 55 rooms, including lodging offices, VIP suites and handicapped-accessible rooms, explained Mr. Larry LeMar, base civil engineer. Phase two of the project would add 115 more rooms; phase three would add 95. A fourth phase, if approved, would replace the two existing buildings.



Rep. Tim Ryan, (D-17,OH), presents a \$7.5 million check to Col. Tim Thomson to start Phase I of a lodging project.

The new Joint Services Lodging facilities will also be available for the Navy and Marine Corps Reservists who train here.

Col. Thomson said the second and third phases of the project are expected to cost \$18 million; the fourth phase another \$9 million. He noted that the second and third phases are not in the current five-year Defense Department plan and likely won’t be considered until the conclusion of the BRAC process.

“We certainly welcome the \$7.5 million. It’s going to give us what we need to kick this whole thing off,” Thomson said.

Base officials now need to make the case to win Air Force Reserve Command support for seeking additional money from Congress to fund subsequent phases of the housing plan.

“Traditionally in Congress, once you start something like this it’s in the best interests of everyone to finish it as soon as possible and move onto the next one, so it’s important to get these initial dollars. That’s why the \$1 million we got last year was so important,” Ryan remarked.

Final design work is expected to begin this month and should be completed by May 1. Construction is set to start by February 2007, with a March 2008 completion planned.

Col. Thomson thanked Cong. Ryan for securing the funding.

“It wouldn’t have happened until a couple of years down the road had you not acquired it now,” he said. “Maybe it’ll be the start of something even bigger. We’re going to need a lot more down the road. This just gets us kicked off.”

Base Lodging Facts

- There are currently 76 rooms on base.
- The 910th uses about 315 hotel rooms each UTA to lodge reservists off base at a cost of about \$28,000
- Calculations show that 338 rooms are required.
- Phase I of the new project will add 40-55 rooms; the project is scheduled to break ground in early 2007.

Sources: 910th Services Division and Civil Engineer Division

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On the cover...

910th Airlift Wing C-130s perform numerous jobs for the military. One duty is transporting Army Airborne trainees to their first jump over Ft. Benning, Ga. Army jump masters and Air Force Reserve loadmasters work together to get the trainees safely out the door. Photo by TSgt. Shawn David McCowan

Grand Goals

Editor's Note: This is the fourth of a six-part series about 910th Airlift Wing individuals whose efforts have had a truly significant impact on those around them and personify our Air Force Core Values.

TSgt. Shawn David McCowan
Public Affairs Specialist

In the spring of 1990, nine-year-old Don Gonzales followed his grandfather Don Helmick out to his prized possession, a 1938 Fairchild 24k airplane. It was "Grandpa Don's" goal to restore the old plane and get it back into the air. Young Don wanted to help, and he was put to work cleaning spark plugs and other small parts.

After many seasons of tedious diligence, the team watched the engine crank for the first time. Not long after that they were airborne and Don's childhood hobby had set his heart on aircraft for the rest of his life.

Sixteen years later Tech. Sgt. Don Gonzales found himself training co-workers as a Structural Repair Technician at the Air Force Reserve's 910th Airlift Wing near Youngstown, Ohio. Only 80 miles from his grandfather's hangar, he moved from a small single-engine plane to the "Workhorse of the Air Force," the C-130 Hercules.

Sergeant Gonzales spent most of his life around aircraft, following the footsteps of his namesake grandfather. In 1950, Don Helmick served in the Army during the Korean War. He repaired aircraft for the brand new branch of the American military, the Air Force. After nine months of service in Korea, Helmick returned home, but his love for restoring damaged aircraft stayed with him forever.

He was recently awarded the "Wright Brothers Award" for his 50 years of solo flight as a pilot and the "Charles Taylor Award" for 50 years as a certified aircraft mechanic.

"Receiving the awards was a nice surprise. When you get older and the years seem to go by faster you tend to lose track of something like having a pilot's license for 50 years," said Helmick.

Although most people know who the Wright Brothers are, the majority of non-aircraft mechanics don't recognize Charles Taylor's name. He was the co-builder and mechanical



TSgt. Shawn David McCowan

TSgt. Don Gonzales, an aircraft structural repair technician with the 910th Maintenance Squadron, earned his pilot's license at age 16—before he had a driver's license.

engineer who crafted the Wright Brothers' Kitty Hawk Flyer; the first aircraft to achieve mechanically-driven flight.

Don Gonzales' father's work forced him to travel much of the year and Helmick became a mentor to young Don. The mentor passed on his skills and love for aircraft. Over the years his grandson learned to repair every part of

small aircraft. By age 16 he had earned his pilot's license.

"Don was flying before he had a driver's license. Even years earlier I let him practice some things and he always kept those wings level. He has a real gift with aircraft, and I'm sure it shows," said Helmick.

In school, Gonzales joined the Junior



TSgt. Shawn David McCowan

TSgt. Gonzales' supervisors say that he's a "natural" in his ability to quickly and efficiently inspect an aircraft structure.

Reserve Officer Training Corps. When he graduated high school he considered his future options. He could have chosen the academy or a college program for aircraft mechanics, but his heart drove him to do what he loved most; getting broken aircraft back into the sky. He enlisted in 2000 and has spent his six years with the 910th Maintenance Squadron in the Fabrication Flight.

In 2003 Sergeant Gonzales was activated during the largest mass activation in 910th history. He was deployed for four months to Ramstein AB, Germany as part of Operation Joint Forge. When he returned to the 910th he was quickly put to work on a damaged C-130. His effective and diligent work earned him

an Air Force Achievement Medal.

Sergeant Gonzales loved his job with the Air Force but he wanted to accomplish more. He landed a job with the Goodyear Rubber and Tire Company as a sheet metal worker with the Goodyear blimp team; responsible for skin repairs on the surface of the massive vehicles.

In 2004 Sergeant Gonzales' supervisor, SMSgt. Bruce Goetsch, Fabrication Flight Chief, gave him an opportunity to work the ultimate restore job; military aircraft restorations at Wright-Patterson Air Force Base's aircraft museum. After just one two-week stint there, Wright-Patterson asked for Sergeant Gonzales' resume.

Sergeant Goetsch

wasn't the least bit surprised.

"Sergeant Gonzales is my go-to guy and has been since he's gotten here. There's 41 people in this flight. This is my top man and that includes my



Sgt. Shawn David McCowan

Senior Airmen Chad Miller and Aaron Sacks are learning from Gonzales' talent and skills.

technicians," said Goetsch.

CMSgt. David Weaver, 910th Maintenance Chief, also recognized his exceptional skills.

"Gonzales is a guy we're lucky to have. He's just gotten started and he's already recognized as one of the best repair people we've ever had. His whole heart goes into this work and it shows in his results. It's also why we trust him in training our younger troops," said Chief Weaver.

Sergeant Gonzales loves his job at the 910th, but he still finds himself

happiest back at his grandfather's air field in Medina, Ohio. He now owns a few planes of his own, and he wants to get them back into the sky.

"Taking a completely grounded old airplane and seeing it fly again. That's the best feeling in the world," said Sergeant Gonzales.

He keeps his aircraft back in he and his grandfather's hangar. His current project is to restore and fly the first aircraft of his own... A 1938 Fairchild just like his grandfather's.



Terry Shepherd

Grandpa Don was excited to take the 1938 turquoise Fairchild24k on it's first flight. Gonzales looks forward to the same flight with his own plane.

First Steps



TSgt. Shawn David McCowan

Sure, it's all smiles now. Things look different in a C-130 door at 1,500 feet.

TSgt. Shawn David McCowan
Public Affairs Specialist



TSgt. Shawn David McCowan

It was too late to explain what he meant when he mentioned "tying one on."



TSgt. Shawn David McCowan

Where are the airsickness bags?

The Air Force Reserve's 910th Airlift Wing C-130s have been delivering Army Airborne troops and trainees to their jump sites for dozens of years. For the crews it has become a robotic operation: Load, fly, drop, land. That mechanical process recently changed for a 910th loadmaster when his stepson joined Army Airborne.

Loadmaster SMSgt. Mark Darby's stepson, Scott Sheibley, decided to join the Army with the dream of completing Airborne school. He got his wish and his stepfather was there to see him live that dream.

A Youngstown C-130 arrived at Ft. Benning, Ga., on Jan. 21. Not long after they landed the two had a happy reunion. It had been months since the two had been together and Scott managed a brief break from school to spend time with Sergeant Darby. But it was back to business early the next morning. With his stepfather at his side, he took his place as the first man out the door. Sergeant Darby beamed with fatherly pride.

"This was such a great experience. I know there's risks for people in the military and I was nervous but I'm even more proud he wants to do this. Obviously I think he should have joined the Air Force, but I'm happy he's chasing his dreams," said Sergeant Darby.

Lt. Col. Sean McCaffrey, commander of 1st Battalion, 507th Parachute Infantry Regiment, was on the ground when Scott took his first jump with hundreds of other students.

"These are some tough kids. They have a difficult school to complete in just a few weeks. It's a lot to ask of people their age. But they step up and give America a powerful Airborne program with a glorious history," said Colonel McCaffrey.

Scott completed his jumps and will soon find out where his new job will take him. He knows it won't be easy; Airborne rarely goes into friendly territory.



TSgt. Shawn David McCowan

Sheibley chose the Army because they offered more college money. He also knows he'll have constant pressure to go from green to blue.

Taking Youngstown C-130s help new Army soldiers get Airborne

The Dive



TSgt. Shawn David McCowan

At 1,500 feet the trainees leap from a C-130 or C-17 jump door and wait for their chute to control their descent.



TSgt. Shawn David McCowan

Soft landings are pretty rare on jump day. Most Airborne trainees get used to rolling in the dirt quickly.

TSgt. Shawn David McCowan
Public Affairs Specialist

“Paratroopers”

have been a vital part of Army operations since World War Two. The C-130 has been a favorite jump vehicle of Army Airborne since its addition to the Air Force. Air Force Reserve C-130 units like the 910th Airlift Wing have been part of the training process

for over 50 years.

The Airborne trainees spend three weeks concentrating on the jump process.

Beginning with short but intensive classroom detail, by the end of week one they’re learning both how to fold and pack their chute and getting used to jumping and landing.

During their second week of training the students get to use a series of more serious training tools.

Jump masters help them in the plane while other instructors guide them to the ground from the edges of the landing zone.

They become accustomed to rappelling and landing with the assistance of cables, jumping from 100 feet and eventually dropped from over 250 feet with a pre-deployed chute.

Week three’s schedule really gets the students’ stomachs churning. All the “Hoo-ah”’s fade away as they board a real aircraft with a real chute for their first real jump.

Once the 910th AW C-130 reaches the correct altitude, jump masters go to the jump doors to make sure the landing area and conditions are safe for the jump.

Then the “one minute” and “30 seconds” notices are given by the jump masters. The students’ eyes widen as the seconds tick by. Suddenly the jump masters shout, “Go! Go!” Within 15 seconds two dozen new airborne soldiers fly the friendly skies.

Their first step off a real aircraft is a usually 1,500-foot



TSgt. Shawn David McCowan

The soldiers are packed like sardines into a hangar while they wait to load an aircraft.



TSgt. Shawn David McCowan

drop. Besides many instructors guiding them from the ground, Lt. Col. Sean McCaffrey, commander of 1st Battalion, 507th Parachute Infantry Regiment, tries to be on hand for every trainee’s first jump.

“These kids are finishing a tough school. I want to be here to see them land their first real jump. I get to be a kind of proud father for hundreds of kids at the end of every class,” said Colonel McCaffery.

But once training is over it’s down to business. Airborne soldiers are some of the first troops put in harm’s way. They secure important areas for supply and equipment airdrops and establish a military presence in places where aircraft can’t land.

Following graduation the troops may be deployed into dangerous areas. From then on the skies they fly aren’t so friendly.

First piece of Air Force memorial placed in Arlington, Va.

Staff Sgt. Julie Weckerlein
Air Force Print News

ARLINGTON, Va. (AFPN) — Construction crews raised the first piece of the Air Force Memorial here on top of a hill overlooking Arlington National Cemetery.

The 40-foot long piece of stainless steel, which weighs more than 20,000 tons, is the first of 15 pieces to be placed. When completed, the memorial will be 270 feet tall.

“The design is a take-off on the Air Force (jet aircraft) doing the bomb burst maneuver ... also, that graceful arc of a missile launch and there are three spires,” said retired Maj. Gen. Ed Grillo, Air Force Memorial Foundation president.

The three upward spires represent the Air Force’s core values — integrity, service before self and excellence in all we do.

“We thought that was very emblematic of representing today’s Air Force,” he said.

The memorial is scheduled to open Oct. 13 in conjunction with the Air Force’s 60th anniversary.

The memorial will also include a bronze honor guard, inscription walls and a glass chamber of contemplation to remember those who made the ultimate sacrifice.

“There have been a total, including our pre-



MSGt. Gary R. Coppage

The first 39-foot section of a 279-foot spire is set into place Feb. 10 at the Air Force Memorial. This is the first of 15 sections that will make the three spires of the memorial site near Arlington National Cemetery. Dedication ceremonies are scheduled Oct. 13.

decessor organizations, of over 54,000 people that have been killed in action. We need a tribute and it’s long overdue to the United States Air Force,”

General Grillo said.

To find out more about the memorial, visit the Web site at www.airforcememorial.org/.

Position-vacancy promotions change for Reservists

WASHINGTON (AFPN) — Air Force Reserve Command is changing the way it determines the number of early officer promotions, known as position-vacancy promotions.

“Starting with the February Air Force Reserve major promotion selection board, we will link position-vacancy promotion quotas to mandatory promotion board quotas,” said Col. Shaun Kelleher, chief of the force management policy division of the Air Force Reserve. “But, position-vacancy promotions will still not be at the expense of the mandatory board promotions.”

To obtain the number of position-vacancy promotions, the Air Force Reserve will take a percentage of its mandatory board quotas. For lieutenant colonel it will be 20 percent of the mandatory board quota, and 30 percent for major.

“For the first time, we will know how many position-vacancy promotions will be available before a promotion board convenes and be able to predict the number of position-vacancy promotions,” Colonel Kelleher said.

In the past, the Air Force Reserve applied a percentage to the number of position-vacancy nominations submitted to determine how many people were promoted. There was no way to predict the number of officers submitted for consideration, so there was no way to predict the number of resulting promotions until the board actually convened.

Analysis shows the number of officers submitted for position-vacancy promotion consideration increased almost 70 percent in the past five years. For promotion to major, the number grew from 107 nominated to almost 180. For promotion to lieutenant colonel, the number climbed from 273 to more than 450.

As a result, the number of officers promoted early to major and lieutenant colonel increased, with no means to accurately predict the number of position-

vacancy promotions in the future. This created a major obstacle in the promotion-planning process.

Under the new policy, the number of position-vacancy promotions will decrease and become more predictable.

In 2005, the Air Force Reserve selected 107 officers for position-vacancy promotion to major. If the new formula had been applied, the number selected would have been 30 percent of 290 or 87.

“For the first time, we will know how many position-vacancy promotions will be available before a promotion board convenes and be able to predict the number of position-vacancy promotions” - Col. Shaun Kelleher

Last year 182 were picked for position-vacancy promotion to lieutenant colonel. The new formula would have yielded 20 percent of 486 or 98 selectees.

“Position-vacancy promotions are to be used for ‘exceptionally well qualified’ individuals,” Colonel Kelleher said. “With this change, commanders will have to look closer at those being nominated and only forward their truly best qualified officers.”

Although there are no position-vacancy promotions to colonel, the early promotions to major and lieutenant colonel created larger year groups eligible for promotion to colonel. These larger year groups increased the number of officers promoted, which resulted in more colonel selectees than colonel positions available.

Base Blood Drive successful

The Family Support Center thanks everyone for the excellent participation during the Red Cross Blood Drive held on base Jan. 26.

The Red Cross collected 24 pints of blood. Thirty people came in to donate and six were first time donors.

Stay tuned for the next blood drive in the Spring. For more information, please contact Ms. Janice Barnes, director of the 910th Family Support Center, at 330-609-1201.

POV Mileage Rate changes in 2006

Effective Jan. 1, 2006, GSA has updated the POV mileage rate for automobiles at 44.5 cents per mile. For more information, please contact the 910th Airlift Wing Travel Pay section at 330-609-1336.

Personnel records moving out

Youngstown Air Reserve Station is scheduled to ship all personnel records to the Air Force Personnel Center at Randolph Air Force Base, Texas in June.

Each reservist assigned to the 910th Airlift Wing needs to complete a Record Review prior to the records being shipped out. Please print a copy of your Record Review and make any changes that are necessary. Once this is completed, a copy should be brought to the 910th Military Personnel Flight customer service window.

To obtain a copy of your record review visit <http://www.afpc.randolph.af.mil/>.

Once you have logged on click vMPF.

Click record review (found at the bottom left-hand side of the screen under most popular applications.)

Click view/print all pages.

Lodging office installs lock boxes for after-hours arrivals

Airman 1st Class Ann Wilkins Jefferson
Public Affairs Specialist

The 910th Airlift Wing Lodging Office implemented a new Command Standard to meet its guests' after-hours lodging reservation needs, effective Jan. 23.

Lock boxes with changeable, individualized security codes have been installed in Building 112 in the hallway outside the Lodging Office. Prior to this, after-hours guests picked up their keys at the Main Gate.

Mr. Mark Boyer, Lodging Manager with the 910th Services Division, said the reason for the procedural change was because "it is more secure to have someone get their key from a lock box than from someone else.

"Plus," Boyer added, "having guests utilize the lock boxes also ensures the Lodging Office is getting a valid credit card, per AFI 34-246, paragraph 3.7, or having them sign the guest registration."

Those planning to arrive after-hours should notify the Lodging Office of a late arrival "prior to 7 p.m. of the evening they're arriving," Boyer emphasized.

The lock box procedure:

1. Lodging staff will place individual reservation names, lock box numbers, and lock box codes that individuals select into sealed envelopes and transport the sealed envelopes to the main gate.

2. Upon arriving at the gate after-hours, individuals will identify themselves as staying on base and will be handed their sealed envelopes.

3. Operational instructions, located at the lock boxes, are as follows:

a. Enter your four-digit code and then press enter. You have three attempts. If the box still does not open, wait five minutes and try again. Please sign the registration folio and leave in lock box.

March 2006



MSgt. Bryan Ripple

Assistant Secretary Visit

The last thing military reservists returning home after spending extended tours overseas need to worry about is whether they will get their jobs back, a federal official said.

"We cannot ask our soldiers, Airmen, sailors, Marines and reservists to go out and fight for their country and not do everything we can to make sure they have their jobs when they return home," Charles S. Ciccolella, assistant secretary for the Veterans Employment and Training Service at the U.S. Department of Labor, said during a Feb. 3 visit to Youngstown Air Reserve Station.

Ciccolella discussed the Uniformed Services Employment and Re-employment Rights Act of 1994 with members of the unit during his visit, which included a stop at the Aerial Spray Maintenance facility. The 910th has the only full-time, fixed-wing aerial spray capability in DOD.



A1C Ann Wilkins Jefferson

SSgt. Dorothy Lenhart, of the 910th Services Squadron, picks up a key to her room at the Eagle's Nest Lodging Facility. Lock boxes have been installed for use by reservists to retrieve keys to their lodging rooms if they arrive after duty hours.

b. To close box, enter your four-digit code, hit enter and then close.

c. NOTE: If you cannot open your lock box, please contact the 910th Security Forces at ext. 1277.

The Lodging Office is open 7 a.m. to 7 p.m. every day, except UTA weekends, during which Friday evening hours are extended to 12 a.m. and Saturdays until 8 p.m. If you have questions or concerns regarding the new lock box procedure, contact the Lodging Office at 330-609-1268.



A1C Ann Wilkins Jefferson

Mike Golden, was, well, “Golden,” for the Maxx scoring 24 of his team’s 56 points as the Maxx held off the CeVEnS in the final.

Maxx block CevEnS shot at stealing basketball crown

Airman 1st Class Ann Wilkins Jefferson
Public Affairs Specialist

The 910th Maintenance “Maxx” have earned the title (and a new team spelling) of the 2005-06 Esprit de Corps basketball champion, with a sound 56-30 victory over CES’s “CevEnS” Feb 4.

“Maxx” Mike Golden was, well, golden as the game’s top scorer with 14 points, including two impressive dunks at the end of the contest that brought roars from the previously fairly reserved crowd.

The final began, however, with 7s’ Coach/Team Captain Andy Hodovan swooshing a couple of three-pointers back-to-back, setting an interesting challenge for the Maxx, the 2003 and 2005 champions.

But soon the maintenance team pulled away, with a halftime score of 28 – 16 ... and they never relinquished that lead.

In the final 20 minutes, even with Hodovan racking up another duet of three-pointers and teammate Art Pulphus shooting three field goals of his own, it wasn’t enough to rally their team to a comeback. And the fact that the Maxx held 7s’ Mem Sanders, who was a major factor in his team’s trek to the final, to just two total points didn’t help.

Golden, on the other hand, mirrored his first-half 12 points with 12 more in the second half, then the final dunk.

Maxx Captain Shawn White said his team felt safe with its ability to control the game.

“We knew if we just kept our defense tight, we had a good chance of

winning this game.”

Hodovan said, “We knew coming into this game we were outclassed. When Sanders pulled his calf, we knew it was going to be tough. The Maxx were a better team and really had this game under control.”

With the clock winding down to zero, all but one of the Maxx players had scored, leading to their repeat as basketball champions.



TSgt. Shawn David McCowan

The CevEnS didn’t give up easily. When the ball was loose, they weren’t afraid to hit the floor to go after it. When it was over, their effort came up short, 56-30 against the champion Maintenance Maxx.

PEOPLE Satisfaction

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

Wing Comptroller lives a dream to cover the Super Bowl from behind a lens

When Mr. Terry O'Neil, comptroller for the 910th Airlift Wing, isn't busy overseeing the wing's \$76 million annual budget or attending to one of his eight children at home in Brookfield, Ohio, he likes to take pictures—lots of pictures.

In the mid-1980s, as a 19-year-old college student at Wright State University in Dayton, Ohio, he decided to take photography classes to strengthen his skills at something he liked to do. Eventually he picked up a 35 millimeter black and white manual camera at a local pawn shop. He would circulate about the city and campus taking photos of people, the skyline, animals, and the natural beauty of the flowers, trees, and plants around him.

"I eventually took so many photography classes that I could have almost had a minor in Photography," he said while reflecting back on the good times of college.

At that time of his life, he had no idea his love of photography would eventually lead him in person to one of the most widely watched sports events ever—Super Bowl XL in Detroit, Mich.

Since major sporting events seemed like a great photo shoot opportunity to Mr. O'Neil, he began contacting local newspapers in the area to see if they would be willing to accept some of his work if he covered events for them.

"I found out that most of the major area papers get their photos of professional sports events from newswire services," he said.

Eventually he contacted *The Review*, a free local newspaper that is distributed throughout the Mahoning Valley.

The Review brought Mr. O'Neil on staff as a stringer photographer and obtained media credentials for him at Heinz Field in Pittsburgh for the Steelers first home game in 2005. After the game he submitted his photos to the editor of the paper. His work was well-received and he ended up shooting photos from field-level for every Steelers home game and three away games during the regular season as well as playoff games in Cincinnati, Indianapolis, and Denver.

"It's very exciting to be so close to the playing field and to see in person, the awesome abilities of the players," he said. "The linemen are just huge people and the skill position players are so quick. With all that and the crowd noise, it's easy to get caught up in the moment."

Early in the 2005-2006 NFL season, Mr. O'Neil thought he'd just get to cover a game or two. Being a Pittsburgh fan himself, he would have been happy with that, but the great photo shoots kept happening for *The Review* and the media credentials kept being issued by the black and gold.

The Steelers' record was 7-5 at one point during the regular season, but the team kept winning after that to make it to the playoffs as the sixth seed in the AFC bracket. They went on to win three playoff games on the road against the first, second, and third-seeded teams to represent the American Football Conference in Super Bowl XL against the National Football Conference champion Seattle Seahawks.

The thought of covering the Steelers in a Super Bowl was overwhelming to Mr. O'Neil.

"Initially, my request for media credentials through *The Review* to the NFL committee handling media for the game was denied," he



Terry O'Neil was one of hundreds of credentialed media reps covering Super Bowl XL in Detroit, Mich. Feb. 5.

said. But then the Steelers went to bat for him and he received his credentials just a few days before the game.

"I guess the feeling I had when the NFL HQ called me from Detroit and said the Steelers pushed for me to get credentials was one of great pride. I had worked so hard during the year. I had spent nearly every weekend covering the NFL while working full time during the week. I was greatly disappointed that I might miss out on the big game. I felt like something was missing, not complete."

For Mr. O'Neil, a dream was about to become reality.

"I felt not only pride in the fact that the Steelers recognized my hard work and what it meant to a small newspaper but, also *satisfaction*, the title of the story I wrote for the game. I had the same feeling on the field and after the win. The old Rolling Stones song really summed it up with the word 'Satisfaction.' After such a long grueling journey, particularly three playoff road trips in a row, you feel worn down and a need to complete the journey. The Super Bowl wasn't the best game I witnessed. The playoff win over Indy would be that. The most fun game was the first game where I walked anywhere and there were just a handful of media to get in the way. At the Super Bowl there were so many people and security that it was a mad house. It was the satisfaction that I was able to be part of an incredible journey when all was said and done.

Mr. O'Neil hasn't decided yet if he'll return for the next NFL season to cover games. "Right now, after being to the Super Bowl, it would seem kind of anti-climatic to cover a pre-season or regular season game. It would feel like I've already been there, done that."

Digital macro photography is also an interest of Mr. O'Neil. He enjoys taking photos in his gardens at his 180 year-old home in Brookfield. Several photos he's taken are nicely displayed in his office at work for decoration.

"I'm planning on taking a lot more photos of people and animals now. I'm interested in capturing the feelings and emotion in their eyes," he said.

With an eye for capturing a moment, he's sure to do fine with his next project.

Communications Flight photo lab focuses on mission

Airman 1st Class Ann Wilkins Jefferson
Public Affairs Specialist

Working behind the scenes at the 910th Airlift Wing is the staff of the base photo lab, whose primary mission is to provide principal photography for all official base photos and functions, mainly for the purpose of historical documentation.

A 15-year veteran in his current AFSC and a former Marine Corps photographer, Tech Sgt. Rich Lisum, NCOIC of the photo lab, worked in a one-man-shop shooting out of a base hangar using black and white film, until only five years ago.

“Then Senior Master Sgt. Simms came in and got him a whole bunch of funding, bringing us up to date,” said Staff Sgt. James Brock, communications flight photographer, now in his fourth year working alongside Sergeant Lisum after crossing over from crew chief into photography.



SSgt. James Brock, a photographer with the 910th Communications Flight’s photo lab, adjusts a lighting fixture prior to taking an official photo of a reservist.

Senior Master Sgt. Dave Simms is chief of information systems for the 910th Communications Flight, of which the photo lab is part.

That funding provided for the switch to all digital photography as well as a new location and other equipment. Two years ago Senior Airman Jason Corradi joined the photo lab as graphics designer; he is currently cross-training to photographer, just completing a degree in graphics design, and has past active-duty experience in WSV (weapons systems video).

“We also do all the graphics for coins, brochures, and retirements,” Airman Corradi added.

Sergeant Lisum elaborated on the retirement aspect.

“We do the whole ceremony, including photos and certificates, and Airman Corradi puts together a collage,” for the retiree, a going-away gift of sorts.

Just recently, the lab received a new ceiling track lighting system, “which is great because we have no more stuff [lighting equipment] on the floor,” Sergeant Brock explained.

“And our passport photo lighting system is brand-spanking new,” Sergeant Brock continued, referring to the Sony digital camera that replaced the old Polaroid used for passport photos.

For group shots, Sergeant Brock mentioned the staff tries “to do outdoor shots if we can help it,” although they are hoping to use the gym in the future, in the event of bad weather, for instance.

Unless the staff is dealing with an equipment problem, the turnover time for receiving photos is “that day or the next day” Sergeant Brock and Airman Corradi both confirmed.

The question may present itself as to when the photo lab is in charge of a photo-opportunity verse when the 910th Airlift Wing Public Affairs would be.

Public Affairs is primarily in charge of photographing news-related events for base publications. It is also PA that approves any outside news coverage at the 910th Airlift Wing and any photo for official base use, especially those taken on the flight line. Photos shot independently of the photo lab staff can be submitted to the lab for the archives, but, again, PA needs to approve.

“Here, Public Affairs does 90 percent of photos and we do 10 percent, where active duty and deployments are the other way around,” Airman Corradi notes.

In regard to audio/visual equipment requests, those are handled by the 910th Communications Flight.

The photo lab is located in Room 227 in Building 128, ext. 1288. The lab is closed for lunch during UTAs from 1030 – 1200, both Saturday and Sunday. During the week, arrangements can be made with Senior Master Sgt. Christina Bianco at ext. 1240 or Senior Master Sgt. David Simms at ext. 1087 (hours are varied).

Focus on the Photo Lab

- An AF Form 833 should be filled out and submitted prior to a photo shoot. The form can be accessed at www.e-publishing.af.mil
- Service Dress uniform must be worn for official photos with all appropriate insignia, ribbons, etc.
- For passport photos, wear appropriate civilian shirts. Men’s should be collared and buttoned up to the first button. No black or brown shirts. Some shirts are available at the lab.

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