

# THE Airstream



910th Airmen Cross Into the Blue  
with Air Force-sponsored NASCAR



## Eagle eyes in full force at YARS

**Earl K. Lesniak**

OSI Resident Agent in Charge

With the opening of Air Force Office of Special Investigations Detachment 325 OL-Q at Youngstown Air Reserve Station, I'm trying to get the word out about an Air Force-wide program intended to deter terrorism by recognizing and reporting pre-attack activities.

The program, known as Eagle Eyes, is a "global neighborhood watch program" created to promote an aware and involved community. The program encourages those on base, as well as those off base, to be cognizant of the observable planning activities of an attack and to report them. The purpose of Eagle Eyes is to ensure the community knows what to look for and how to report suspicious activity. With a well-informed community, terrorist acts can be prevented or at least mitigated.

The first important element to be aware of is surveillance. Overt surveillance may involve a person standing outside the gate jotting down notes or drawing a rough map, taking pictures, or using binoculars or other vision-enhancing devices. However, some surveillance is more covert, such as a "broken down" car in a place that allows its occupants the ability to observe on base activities while waiting for "help."

In order to plan an attack, terrorists must acquire information about the base and its personnel. In the early stages this can be done by reading published information or searching the Internet, but at some point the terrorists will try to obtain undisclosed information; this is usually done through elicitation, which is the attempt to obtain security-related information without the proper clearance or need to know.

Elicitation may occur by phone, fax, e-mail, snail mail, or in person. A terrorist may call and pose as an Air Force member, asking to speak to a high-ranking Air Force official to find out if he/she is deployed or away from base. A stranger may approach an Air Force member in uniform at an off base restaurant and, feigning curiosity, strike up a conversation: "Oh you work at Youngstown. What do you do? ... How many people from the base are deployed? ... What kind of planes do you have on base, etc?"

Although these questions may seem harmless, this is how terrorists gather the insider information necessary to carry out their plan. If people suspect that someone is trying to elicit information from them, they should not reveal anything and should contact their supervisor or Security Forces at 330-609-1277.

The third stage of planning a terrorist attack involves tests of security. This occurs when the terrorists attempt to measure the base's security reaction time and to assess its strengths or weaknesses. This may include someone driving at a high speed toward the gate to gauge the guards' reactions or it may involve a person hopping the fence and seeing how long he/she can elude the guards. At this stage, terrorists are interested in finding out the capability of the security they are up against, and how much they can get away with.

Terrorists must also collect the necessary tools to carry out their mission. This may include purchasing or stealing weapons, ammunition, uniforms, military ID cards, or any other controlled items. Dry cleaners often call saying they have ID cards that were left in clothes; though this seems harmless, this could provide terrorists access to the base so it is important for on base

personnel to keep track of their ID cards and other controlled items.

In addition, it is important to take note of suspicious people who "don't belong." After working in an office for a few weeks, people typically know who belongs in the office for the most part, so they should not be afraid to ask to see an ID or orders if there is a strange, inquiring face. Or, if they prefer not to take a direct approach, they can contact Security Forces and they will sort out the matter.

The very last step before a terrorist attack is the dry run. This is the test run, when the terrorists rehearse their plan, map out routes, and determine the timing and flow of their attack. After the rehearsal, the terrorists deploy their assets and get into position. At this point, they are putting on their masks and readying themselves to carry out their mission. This is the last opportunity to catch the terrorists before the attack occurs, so it is crucial to alert authorities immediately.

The Eagle Eyes program is intended to enlist the help of the community in preventing terrorism. Law enforcement officers cannot be everywhere, so they need the eyes and ears of the entire community — active duty, Guard and Reserve, military family members, civilian employees, defense contractors, merchants, neighborhoods, churches, schools, and civic groups. The community's assistance is critical in protecting the base, the community, and the country.

The Eagle Eyes program relies on you to remain vigilant. Only you know your neighborhood. Only you know your workplace. Please continue to remain cognizant and continue to watch, report and protect.

## Have you asked yourself who's packing your parachute?

**Chaplain (Col.) Paul R. Milliken**

Wing Chaplain

Charles Plumb was a jet pilot in Vietnam. After 75 combat missions his plane was destroyed by a surface-to-air missile. After successfully ejecting, Mr. Plumb parachuted into enemy-held territory, was promptly captured and then spent six years in a communist Vietnamese prison. He survived the ordeal and now lectures on "lessons learned" from that experience.

One day, when Plumb and his wife were eating at a local restaurant, a man approached their table and said, "You're Plumb! You flew fighters in Nam off the carrier Kitty Hawk and got shot down!"

"How in the world did you know that?" asked Plumb.

"I packed your parachute!" the man replied.

Gasping in surprise, Plumb stood, pumped his hand gratefully and assured him, "If that baby hadn't worked, I wouldn't be here today."

Plumb had trouble sleeping that night. He couldn't help wondering how many times he might've passed that sailor without even noticing him

or saying "Good morning." Because, you see, that guy was just a "swab," and he was one cool fighter pilot.

Plumb thought of the hours that guy had spent at a long wooden table in the ship's bowels, carefully weaving the shroud lines and folding the chute's silk, each time holding in his hands the fate of someone he probably didn't even know.

Plumb now regularly inquires of his audiences, "So, who's packing YOUR parachute?" Who provides what you need to make it through your day?

Sometimes getting caught up in the day's business, we may be missing what's most significant. Remember to say, "hello," "please," or "thank you" to those impacting your life. It's a small price to pay.

So . . . who's packing YOUR parachute? Hmmm.



**Chaplain Paul Milliken**

## Air base firefighters respond to flood in Lake County

**Master Sgt. Bryan Ripple**  
NCOIC, Public Affairs

As the firefighters from the "A" shift at Youngstown Air Reserve Station's Fire Department were waking up from a night's sleep at the end of their 24-hour shift July 28, the phone rang at the dispatch alarm room at about 6:30 a.m.

A call was coming in from the nearby Howland Fire Department as part of a statewide request for rescue assistance for areas in Lake County, Ohio north of the base. Ten inches of rain had fallen in the area throughout the night and into the early morning hours. The Grand River had risen to 11 feet above flood level according to fire Capt. Ken Takacs of the Painesville Fire Department. The river curves around three sides of Painesville.

Air base firefighter Dan Egnacheski, who was the station captain on duty at the time the call came in, received the information and requested volunteers to join him as part of a Trumbull County Response Team. Fellow firefighters Chris Streamo, Robert Little, and Joe Davies joined Mr. Egnacheski with Engine 7 and left the base fire department just before 7 a.m. to meet up with crews from other Trumbull County departments. About 30 emergency response vehicles and 60 firefighters showed up at the Howland Fire Department to join a caravan to travel to the town of Fairport Harbor, near Lake Erie to assist in rescue efforts in the flooded area.

With the muddy water levels reaching the top of mail boxes and deeper in some areas, the rescue vehicles couldn't get close to some of the places where people were stranded so boats were used by some of the rescue response crews that had them.

"One of the first things we did was to set up ropes from the engine to a telephone pole to help keep the rescue boats from going into the

harbor with the strong current," said Mr. Streamo.

"When the boats would bring people to the dryer areas, we would help them get out of the boats and get on busses which took many of them to a shelter that was set up at Fairport High School or to local hospitals," said Firefighter Joe Davies.

According to Lake County Emergency Management officials, an estimated 600 residents were evacuated along the Grand River.

"Many of the residents in the area we were at were elderly people and they really appreciated the help," said Firefighter Bob Little. "Everyone was really impressed to see our engine with 'United States Air Force' painted on it. People were taking photos of us with their cell phones they were so excited," he said.

A well-organized response to such a natural disaster doesn't happen without some good planning going on.

"The command system put in place by Howland Fire Chief George Brown and Capt. Jim Pantalone was great. We received our assignments very quickly and there was a thorough communications system," said Mr. Streamo.

After a few hours on-scene the flood waters went down just as quickly as they



U.S. Air Force photo/Master Sgt. Bryan Ripple

**Base firefighters from left, Chris Streamo, Dan Egnacheski, Joe Davies, and Robert Little are used to mutual aid responses, but the Lake County response July 28 was a bit further away than normal.**

rose as the sky began to clear up and the rain stopped. The Youngstown crew of Engine 7 was able to return to the base by 3 p.m. that afternoon.

According to Larry Green, Lake County Emergency Management Director, 81 houses were destroyed in Painesville alone.

"People should not try to remain at home if they know they are getting flooded," said Mr. Egnacheski.

"This would not be the smart way to go. There are many dangers associated with flooding. If you can, you should leave before the situation worsens. Firefighters are trained to turn off electricity and natural gas lines when necessary. But if you're stuck, firefighters can come and get you," he said.

Just like always, the Youngstown ARS Fire Department responded when a local community needed its help for this natural disaster emergency.

### The Airstream is published monthly by:

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

### 910th Airlift Wing Commander

Col. Timothy J. Thomson

### Public Affairs Officer

Capt. Brent J. Davis

### NCOIC

Master Sgt. Bryan S. Ripple

### Public Affairs Staff

Tech. Sgt. Kenneth E. Sloat  
Airman 1st Class Ann W. Jefferson

### PA Assistant

Eric White

*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...

**Senior Airman Samuel J. Miner, an aircraft electrical & environmental apprentice with the 910th Maintenance Squadron, checks out one of the Air Force-sponsored #21 Ford Fusion NASCAR race cars when it was on base Aug. 5 during a community relations visit. U.S. Air Force photo/Master Sgt. Bryan Ripple.**



US. Air Force photo/Master Sgt. Bryan Ripple

**Colonel Stephens stops by the flightline side of the base fire department to check out some of the rescue equipment available**

**on one of the crash/rescue vehicles. Here, Col. Stephens has a look at a spreader which can be used during a rescue.**

# Home again

**Tech. Sgt. Ken Sloat**  
Public Affairs Specialist

It was nearly 50 years ago when his parents packed up the family and left their long-time home in Wilmington, Ohio. He doesn't remember much of the early years; he was only four or five then. His memories of Ohio are more about playing in the snow, rather than actually living here.

But both of his parents were born and raised in Ohio and that has meant many return visits.

It is still a homecoming for him.

For his wife Nora it will be an adjustment, but not a totally unfamiliar one. As the wife of an Air Force officer and daughter of a career soldier and multiple Purple Heart recipient and Korean War veteran, she's familiar with the necessary relocations of a military career. After 19 years of marriage and raising three children together, his family is after all, her family too. And the list of those extended family members living in the area is significant enough to make adjusting easier.

Col. William D. Stephens, commander of the 910<sup>th</sup> Mission Support Group, is happy to be home.

He grew up the fifth of six children in a house where hard work and patriotism were the norm. His dad, who owned a trucking business in Ohio, worked as a machinist building aircraft parts after the move to Phoenix, Ariz. His dad began working at the early age of just eight years old and was responsible for instilling in his son a respect for people who worked hard.

"I had the utmost respect for individuals who worked like that," he said, squaring his broad shoulders that seemed like they should belong to a football player rather than a commanding officer.

At the time he grew up World War II was a distant memory. But America was still awash in the patriotism and pride from the victory in that war. It was the 1950's and the United States was the most prosperous industrialized nation on the planet, he said, adding that the same pride and sense of national prosperity ran deep in his parents as well.

"I was raised to respect the flag, [to] say the pledge of allegiance, [to] believe that we were one nation under God; all the things today... that can be controversial," he said.

"That was the foundation... that basically made me a patriot; an American... and proud of it," he said.

But his was not a sheltered youth.

All three of his older brothers – two from the draft and one as a Reserve Officer Training Corps graduate – were in uniform during the Vietnam War, he said.

"My brothers were gone and I was watching the war on TV everyday. It left a big impression on me," he said.

Throughout his high school years, as the pictures of the Vietnam War dominated the television and newspapers, he fully expected that he would finish high school and join the military.

"I wanted to do military duty at some point in my life. I was determined that I was going to graduate high school and go to war," he said.

In an effort to make his brothers proud of him he entered a contest to earn a position as a Bat Boy for the Phoenix Giants – winners of the 1958 and 1977 Pacific Coast League championship. He wrote a letter relating how proud of his brothers he was. He got the message across and was one of the three boys chosen.

By the time he graduated high school, his brothers, who had all returned safely from their tours of duty by then, managed to convince him to finish college rather than enlist immediately after graduation.

However, "America's favorite pastime" almost put an end to his military career before it even started, yet taught him one of the most powerful lessons that helped shape him into the type of officer he would become.

Baseball has been his sport growing up. He learned young that if he wanted to be good at it he could learn from watching those who were. When the legendary Cincinnati Reds baseball player Johnny Bench developed a new catching style that involved using a hinged mitt, the young fan paid attention. With a little practice he learned how to adopt it as his own.

"I took to that," he explained. "It was Ohio; it was Cincinnati. It was the 'Big Red Machine,'" he said. The warmth in his eyes reveals a glimpse of the small boy idolizing his childhood hero. It seems like a betrayal to the gruff, bulldog-like exterior of the man who now commands about half of the 910<sup>th</sup> Airlift Wing's traditional reservists, Air Reserve Technicians and Civilians in

more than 54 different Air Force Specialty Codes.

His love for the game of baseball – and perhaps some natural athleticism – stayed with him throughout high school and college and the technique of adopting mentors and learning from them would be useful again at a critical juncture for a future Air Force officer.

He said there were only two professions that he ever really considered: being a professional baseball player and joining the military.

“My family, my dad especially, encouraged me to be a professional baseball player,” he said. He almost succeeded. After he graduated from Arizona State University he spent the summer playing minor league semi-professional baseball and even made it through several levels of tryouts for the Cincinnati Reds baseball organization. But after a while, he knew a tough decision loomed.

“It was time to stop playing games and . . . get a job, so I joined the Air Force,” he said.

His dad’s work as a machinist kept the family living near the same airport where the Arizona Air National Guard had a KC-135 Stratotanker squadron. He became accustomed to seeing them fly, he said. That’s when his attraction to aviation began, he explained. When he started Undergraduate Navigator Training in early 1978 he already knew what aircraft he wanted to fly.

“Consequently,” he said, “When I graduated from navigator training I became a KC-135 navigator.

After a few years of flying as a navigator, his commander asked him to spend several months as a personnel officer to cover a staffing deficiency. So, 1st Lt. Stephens began what he thought would be a three-month stint as a personnel officer. The three months turned into three years. It was his first taste of being called in to solve a problem and he liked it. It would become a theme of his military career.

“I’ve always been selected to go into difficult situations and fix whatever the problem is, and for whatever reason, that’s how my bosses and commanders have always viewed me,” he said.

And that meant the chance to apply old lessons as well.

“I know the technical term is that he was assigned to me, but the truth,” Col. Stephens jokingly admitted, “is that I was assigned to a chief master sergeant.” That chief, along with other NCOs in the Consolidated Base Personnel Office, would become some of his most influential mentors, he explained.

“It was those senior enlisted that motivated me as a young officer,” he said. “They screwed my head on right from day one.”

“I realized right off the bat,” he said, “it was not an officer (verses) enlisted split; we were a team.”

The admiration he felt for his noncommissioned mentors seems to have been mutual because they nominated him as one of the United States Junior Chamber of Commerce’s Outstanding Young Men of the Year. An award he won in 1982.

“Anyone in charge is a fool if they don’t take advantage of the expertise, skills and leadership of their senior enlisted — and any enlisted – that has that experience,” he lamented.

His father would be proud of the officer he’s become.

When a young 2nd Lt. Stephens graduated from Officer Training School his father gave him some powerful advice.

“He told me three things,” said the Colonel, “He said keep my nose clean; keep my nose to the grind stone. . . and to respect the enlisted troops that worked for and around me because they would be the source of knowledge,” he said.

But, he almost gave up on being a military officer.

In 1982, with three years as a personnel officer, the Air Force decided that it needed to increase the number of weapons control officers and he was involuntarily selected for re-training.

He accepted without complaint, fully expecting to return to the personnel officer field after the minimum three years were over.

“Naturally, the Air Force hoped that some of those non-volunteers would stay. I wasn’t one of them. “It was a fun job and all, but I wanted to get back to

**September 2006**



U.S. Air Force photo/Eric White

**Not one to avoid difficult situations, Col. William Stephens, commander of the 910th Mission Support Group, tests the grip of a K-9 police officer during the Joint Services Youth Camp.**

being a personnel officer,” he said. When the three years turned into almost five, and it looked like the Air Force wasn’t going to let him go back to being a personnel officer, he found other directions for his life, he explained.

“I made a decision to leave the Air Force and be done with the military forever,” he said.

After accepting a position as a Detection System Specialist with the U.S. Customs Service, he began the process of separating from the Air Force. During his out processing the NCO in charge of the Individual Mobilization Augmentee program overheard his story and convinced him to join the inactive reserve rather than have a break in service. Since it didn’t mean duty or any real commitment, he agreed.

Six months later when the same IMA manager called him with news that he had found “the perfect job” for him, he nearly gave the caller an ear full.

“Initially I said ‘I thought I told you not to bother me,’” the Colonel said with a smile. But, listening to what he had to say and considering it, he decided to give it a try.

“Of course,” he said with a chuckle, “I had to confirm that I didn’t have a commitment.”

“A little extra money in a part-time capacity . . . might not be a bad thing. And, again, I was motivated to be a patriot,” he said. He came back as a traditional reservist for about five years, and later converted to being an Air Reserve Technician.

Nearly 20 years after that he is still wearing the uniform and approaching 29 years total service this year.

# Aerial Spray crosses into

**Capt. Brent Davis**  
Public Affairs Officer

The Air Force Reserve's DoD-unique aerial spray capability from the 910<sup>th</sup> Airlift Wing, Youngstown Air Reserve Station, Ohio was again put to the test Aug. 9, but rather than responding to hurricane ravaged coastlines swarming with mosquitoes, it was involved in a multi-agency oil spill response exercise off the California coast.

The exercise, called Safe Seas 2006, was held in the Gulf of the Farallones and Monterey Bay National Marine Sanctuaries in the Pacific Ocean near San Francisco.

The exercise highlighted capabilities to deliver data, observations, forecasts, and expertise towards the goal of protecting life, commerce and the environment.

On March 24, 1989, the Exxon Valdez oil tanker ran aground at Prince William Sound in the Gulf of Alaska and spilled an estimated 11 to 30 million gallons of crude oil into the water. Exxon spent some \$2 billion cleaning up the spill and a further \$1 billion to settle related criminal charges.

"Since the Exxon disaster, the previous Bush administration said that all oil companies would have a response capability either through skimming or use of aerial dispersants," said Maj. Bill Whittenberger, 757<sup>th</sup> Airlift Squadron Operations Officer.

Safe Seas 2006, a multi-agency effort led by the National Oceanic and Atmospheric Administration (NOAA) in collaboration with the U.S. Coast Guard, California Office of Spill Prevention and Response, Harley Marine Services, and Department of the Interior, gathered more than 300 exercise participants from local, state and federal agencies to test their spraying water to simulate a dispersant called Corexit 9500 at a flow rate of five gallons per acre over a simulated oil slick. Approximately 550 gallons of Fluorine, a non-toxic green dye, was poured into the Pacific Ocean to act as an oil slick adding realism to the drill. In addition, yellow and green drift cards were put in the water with the massive pool of green dye enabling scientists to track and calculate how fast the oil is spreading and the direction it moves.

According to Senior Master Sgt. John Daniels, aerial spray maintenance flight chief with the 910<sup>th</sup> Maintenance Squadron, there are three methods in cleaning up an oil spill. The oil can be mechanically recovered by skimming oil into a barge until it is filled. The oil can be incinerated on the water, or a chemical can be sprayed onto the slick dispersing it into the water column where it will be naturally ingested by microorganisms.

Although the 910<sup>th</sup> has authorization to aerial spray oil slicks through a memorandum of understanding with the U.S. Coast Guard, its capability would not likely be the first to be called upon in order to avoid infringement upon commercial cleanup contractors.



U.S. Air Force Photo/Capt. Brent Davis

Marine Spill Response Corporation crew members of the vessel Pacific Responder throw drift cards onto the simulated oil slick in preparation for the Safe Seas 2006 Oil Spill Response Exercise held Aug. 9. The cards are tracked during and after the exercise to record the speed and direction an oil slick would travel. An Air Force Reserve C-130H assigned to the 910<sup>th</sup> Airlift Wing targets the slick then sprays a simulated dispersant over it as part of the exercise.

# to the blue

“The Marine Spill Response Corporation is a collective for the oil industry maintaining a large spill response capability. They have a C-130A based in Arizona and would likely get the first call,” said Lieutenant Bailey. “But in learning from Katrina and Rita, we can quickly become spread too thin in a disaster response situation. And if there is a large enough spill or multiple spills then we’d have to turn to somebody else for support,” he concluded.

According to Major Shaffer, the C-130 flew at only 100 feet above the water at a speed of 200 knots to effectively dispense the simulated oil slick dispersant.

“We had spotters aiding us at about 1,000 and 1,500 feet to keep an eye out for unexpected aircraft or vessels,” said Major Shaffer.

Command and control was an important area to be evaluated during the exercise.

“In this day and age, interagency cooperation is the name of the game and this exercise is an example of that. There is a structure called the Incident Command System (ICS) that uses all resources in the community to respond to an incident such as this,” said Lt. Che J. Barnes, assistant operations officer with the U.S. Coast Guard Air Station, San Francisco. The ICS is a tool that we’re utilizing for planning and execution purposes. The end result is seeing people from different agencies working together for a common goal,” he concluded.

During the exercise Major Shaffer worked for the U.S. Coast Guard Air Operations Officer as part of the ICS.

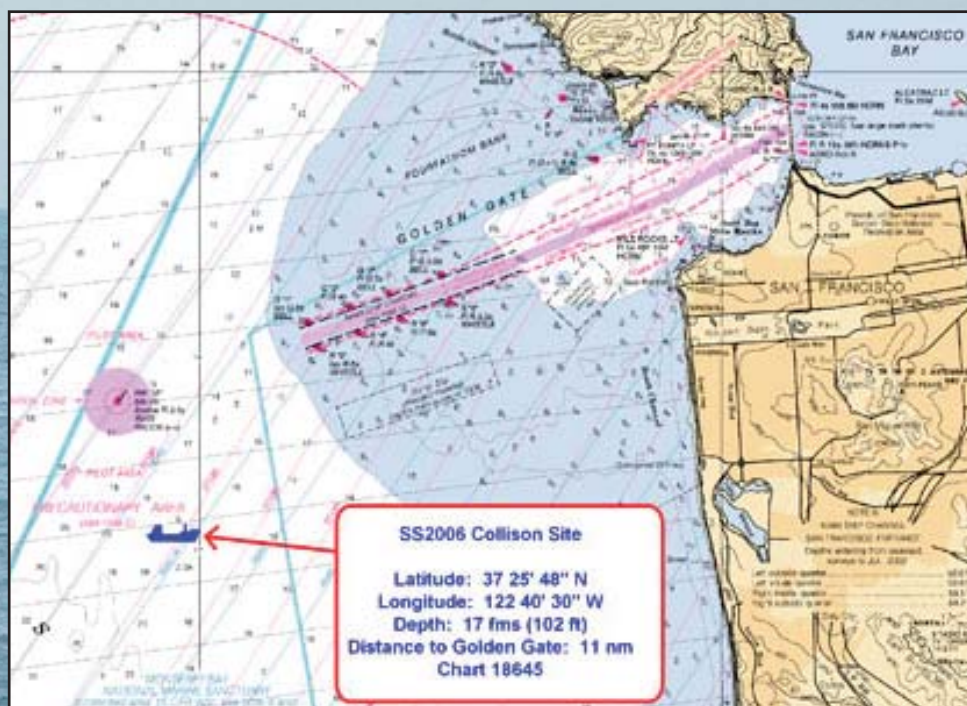
“The cooperation was unbelievable between the federal, state and local and private organizations all coming together in the ICS. It was a great experience for us as well as a good learning curve for all agencies on how the 910<sup>th</sup> can be integrated into the ICS,” said Major Shaffer.

NOAA is planning another spill response exercise that will include the aerial spray unit from the 910<sup>th</sup> Airlift Wing in a scenario next year.



U.S. Air Force Photo/Capt. Brent Davis

**Lt. j.g. Sarah Verduin, a training officer with the U.S. Coast Guard's Pacific Strike Team coordinates with Maj. Jeff Shaffer, aerial spray mission commander on the process of procuring oil spill dispersant as one of the final steps of the oil spill response exercise.**



## Replacement income begins Sept. 1

DENVER – Starting Sept. 1, reservists will begin receiving Reserve Income Replacement Program pay.

Congress ordered the Department of Defense to develop the RIRP to aid members of the National Guard and Reserve who get less pay because they are involuntarily put on active duty.

The program helps people who on average receive at least \$50 less a month than their civilian pay.

The difference in pay is the average monthly civilian income before a person is mobilized and the person's total monthly military compensation after mobilization.

To get the money, reservists must be serving involuntarily on active duty. Also, they must have served 18 consecutive months on active duty, completed 24 months of active duty during the previous 60 months, or been involuntarily mobilized for 180 days or more within six months of the previous involuntary period of active duty of more than 180 days.

The first payment starts in September for duty performed in August, the first full month following the 180-day period after enactment of Public Law 109-163, National Defense Authorization Act for 2006.

Reservists will receive the pay for every full month of involuntary active-duty service they perform from August 2006 through December 2008. Payments are capped at \$3,000 per month.

People can learn more about the program and get help verifying eligibility by calling the Air Reserve Personnel Center's Reserve Personnel Contact Center at 800.525.0102. (Air Force Reserve Command News Service from an ARPC news release)

## Mess Dress uniforms available to rent

Instead of spending big money to buy a Mess Dress uniform for a special event such as the upcoming Military Ball in November, reservists may consider the option of renting one.

One place of business that may be considered for renting a Mess Dress uniform is Shinbaums Uniforms, located at 1951 Bell St., Montgomery, Ala., 36104. This business may be reached at 334-265-0552 (both voice and fax.)

The cost is as follows: \$50 rental + \$15 shipping, which includes the following: Mens - Shirt, Pants, Jacket, Cumberbund, Rank, Bow tie, Studs & links.

Womens - Skirt, Jacket, Blouse, Cumberbund, Tie Tab, Rank (will include Studs & Links when they become mandatory this fall)

To order, call, write or fax the following information at least two weeks in advance of the event:

Men - neck size, sleeve length, waist size plus 1", coat size (use civilian not military), inseam and arm length (top of jacket seam to bottom of wrist). Include rank.

Women - AF blouse size (shirt), Arm length, waist size, hip size and outseam (top of waist to top of toes). Include rank.

This business will also put together your mini medals for the cost of the medals, with no set up fee. These are not a rental, they're yours. Most medals cost: \$6.50 each. Medals like the Kuwait Medal or Joint Service Commendation medal cost \$10.50.

This business will try to have you receive the mess dress early enough to verify fit and allow wrinkles to fall out from being in a box. If for some reason the uniform fit is improper they will send another one. When asked how early, the response was usually the Wednesday before the event. The business expects the rental to be shipped back to them the first business day after the event.

All officers are expected to wear a mess dress uniform at the 910th Airlift Wing Military Ball Nov. 4, 2006. Enlisted members may wear the semi-formal uniform or the mess dress uniform.

No federal endorsement of the business mentioned in this story is implied. The information is provided purely on an informational basis.

**September 2006**



U.S. Air Force photo/Tech. Sgt. Justin D. Pyle

## Stealth Power

**A B-2 Stealth bomber from the 509th Bomb Wing at Whiteman Air Force Base, Mo., flies over the St. Louis Arch Aug. 10. The B-2 flyover was one of several events celebrating Air Force Week in St. Louis**

## Deployed reservists receive more downtime

ROBINS AIR FORCE BASE, Ga. – A memorandum released July 27 by the Air Force Reserve Command vice commander outlines a new post-deployment downtime policy for people gained by the command.

Effective Aug. 1, deployed personnel now receive two and a half days of downtime for every 30 days deployed, up to a maximum of 14 days.

The new policy more than doubles the number of "free gratis" time given under the old policy, which limited AFRC-gained people to one day for every 30 days deployed.

"As unrivaled wingmen and an integral part of our Total Force, I couldn't be more proud of the things our reservists are doing," said Maj. Gen. Allan Poulin, AFRC vice commander. "Reworking our downtime policy to give our people more time to adjust to being back is just a small way to say 'thank you' for all of the sacrifices they make."

According to the memo, the new downtime policy also applies to military people assigned to AFRC headquarters.

AFRC members gained by other major commands will follow their respective command's downtime policy. (AFRC News Service)

## JROTC accepting instructor applications

MAXWELL AIR FORCE BASE, Ala. – Retirees from the Air Force Reserve Command and Air National Guard can apply for instructor duty in the Air Force Junior Reserve Officer Training Corps.

AFJROTC officials anticipate Congress will approve and enact legislation to Title 10 by Oct. 1 permitting them to hire retired Air Guard and Reserve members as instructors. Currently, active-duty retirees are the only people serving as AFJROTC instructors.

Based on this anticipated approval, AFJROTC is accepting applications from Guard and Reserve members who retired within the past 5 years or less, or who are within 6 months of a fixed retirement date.

People can access applications via the AFJROTC public Web site – [www.afots.af.mil](http://www.afots.af.mil) – by selecting "AFJROTC" and then "Instructor Application."

AFJROTC officials said acceptance of applications depends on passage of the legislation and approval of applicants' qualifications. They emphasize that submission of an application does not guarantee approval or selection for an AFJROTC instructor position.

More information is available by calling 1-866-235-7682, extensions 7742, 5112 or 2535. (AFRC News Service)



# Air Force Reservists lead trauma care advances

**Lt. Col. Bob Thompson**

332nd Air Expeditionary Wing Public Affairs

BALAD AIR BASE, Iraq (AFPN) — As coalition forces fight to help Iraq transition to democracy, Air Force surgeons here are fighting to save lives with new surgical knowledge that may benefit military and civilian medical care for years to come.

Finishing his third tour in combat, Air Force reservist Col. (Dr.) Jay A. Johannigman has performed surgery on about 900 patients, saving hundreds of lives.

“In every major conflict, military trauma surgeons have pushed the envelope,” he said. “It’s been a long time since Vietnam. The military medic has re-emerged as a leader and innovator, leaning forward and taking home important medical lessons.”

When Colonel Johannigman returns to his civilian job as the director of trauma at Cincinnati’s University Hospital in Ohio, he’ll take with him three significant surgical lessons for his civilian counterparts.

“Throughout the theater, doctors use ‘shunts’ — a plastic tube — as a quick repair to bridge together the two ends of a torn blood vessel,” he said. “That is unheard of in the states.”

Also, he said combat has proven to him the importance of using tourniquets. “Out here, every Soldier carries a tourniquet in his medical kit,” he said. “This has clearly saved the lives of numerous Soldiers who have come through here. It remains a harsh combat statistic that 10 percent of our combat casualties bleed to death from wounds to the arms or legs. Tourniquets can prevent this.”

He said that he will push the civilian medical community to make sure all paramedics back home carry tourniquets to stop excessive bleeding.

The third lesson is the value of using whole blood when replenishing a wounded service member whose own supply has dipped dangerously low.

“This is a lesson we’ve had to relearn,” he said. “Whole blood is a tremendous asset which provides all the components necessary to stop bleeding and carry oxygen for the injured patients.”

He said combat surgeons often rely on “the walking blood bank” of co-workers and fellow military troops who donate blood which is immediately transfused into a wounded patient.

Continuing Colonel Johannigman’s work as vice commander of the Air Force Theater hospital is fellow reservist Col. Mike Yaszemski who helped fine tune aeromedical evacuation procedures as the mobilization assistant to the Air Mobility Command surgeon general.

“The No. 1 advancement I’ve seen during this conflict is en-route care,” Colonel Yaszemski said. “In Vietnam, from the time of injury till the patient was able to get back to the states averaged 43 days. Today, we’re getting wounded troops back to the states oftentimes within 48 to 72 hours.”

“When an urgent trauma patient is being transported, (his or her) condition can go bad in a heartbeat,” said the spine surgeon from the Mayo Clinic, Rochester, Minn. “Now we have critical care air transport teams that are like an intensive care unit in the sky.”

As part of an annual workshop, the colonel streamlined what the airborne medics carry, trimming their equipment from 750 to 550 pounds. Also, he ensured that each of the teams, consisting of a flight surgeon, flight nurse, respiratory therapist and medical technician, follow the same duty and crew-rest standards that other aircrew use.

Sixty percent of the aeromedical evacuation mission is done by Air Force Reserve Command. Since the beginning of operations Enduring Freedom and



U.S. Air Force photo/Lt. Col. Bob Thompson

**Medics work to stabilize a patient at the Air Force Theater Hospital at Balad AB July 19. As the central military medical hub for Iraq, the 332d Air Expeditionary Wing averages about 750 emergency surgical operations a month and is leading new advances that may save lives.**

Iraqi Freedom, the Air Force has transported thousands of patients and only one has died en route, a Soldier with unsurvivable burns.

“When we build the critical care air transport teams, we ask, ‘What would we like onboard the aircraft if we were a very sick troop lying on a stretcher?’” Colonel Yaszemski said.

The Air Force Theater Hospital averages about 750 patients a month. According to records, about 96 percent of the trauma patients treated here survive to move on to the next stage of care. This is the best rate in military medical history.

“I’ll always remember the young Marine who came here on Father’s Day and required 248 pints of blood and three operations on his first day with us,” Colonel Johannigman said. “The team effort of our medics was successful in helping this wounded hero make it back alive to the states where he continues to recover from his wounds.

“It is a unique privilege to care for these military men and women,” he said. “We strive to give the very best care to everyone that comes to our door.”



# Spray maintenance readies C-130 for spill response

**Capt. Brent Davis**  
Public Affairs Officer

Members of the 757<sup>th</sup> Airlift Squadron and the aerial spray maintenance shop continue to hone their aerial spray application skills, but it's not always to combat nasty bugs.

Most of the time aerial spray crews work to control biting insects such as mosquitoes and flies, but Aug. 9 they participated in a different type of aerial spray mission.

The National Oceanic Atmospheric Administration and the U.S. Coast Guard joined the 910th Airlift Wing to participate in the largest ever oil spill response exercise, dubbed "Safe Seas 2006" in waters off the coast of San Francisco.

Flying alone didn't get the job done because the C-130 aircraft used for the mission had to be specially equipped with a Modular Aerial Spray System (MASS) in order to spray a simulated detergent over the spill site during the exercise.

"Two to four hours were needed in order to install and prepare the MASS system," said Tech. Sgt. Tom Kocis, an aerial spray maintenance technician with the 910th Maintenance Squadron. "The system had to be run and calibrated to acquire the correct flow rate of chemical [in this case water for the exercise]. In addition, spray nozzles and booms needed to be installed as well as scheduling and extensive coordination with the operators."

Concern for safety is a top priority for the aerial spray maintenance technicians during any type of aerial spray mission.

"We're all highly trained coming from a variety of maintenance backgrounds such as jet engines, fuels, hydraulics and crew chiefs to name a few," said Sergeant Kocis. "We always take our responsibilities very seriously, and there really is no difference in the way we prepare for any spray mission - exercise or actual."

"Sometimes we are subjected to 95-degree-days while wearing full protective gear, but no matter what, we always maintain an outstanding safety standard," he added.

Maintenance and aircrew members must have trust and cooperation in order to successfully complete an aerial spray mission.



U.S. Air Force Photo/Capt. Brent Davis

**Tech. Sergeant's Paul Tatar and Tom Kocis, aerial spray maintenance technicians with the 910th Maintenance Squadron, prepare a boom nozzle configuration for a specially-modified C-130H in support of the Safe Seas 2006 Oil Spill Response Exercise held in San Francisco Aug 9.**

"We're all ready to jump in and help one another regardless of position," said Maj. Jeff Shaffer, exercise mission commander. "If the maintenance technicians say it's ready, that's good enough for us. We trust them that they are providing us with a fully mission capable aircraft to fulfill the mission requirements."

During the Aug. 9 exercise, the specially-modified C-130 aircraft was flown at an amazing 100 feet above the San Francisco waters at a speed of 200 knots to simulate applying a detergent in cooperation with the U.S. Coast Guard.

Last fall reservists from the 910th AW sprayed more than 2.8 million acres for insects over the devastated coastal areas of Louisiana and Texas after Hurricanes Katrina and Rita left countless people homeless.

## That's some horsepower

Mr. Lloyd Schuler, of Concord, N.C., who travels the eastern portion of the United States with one of the three Air Force-sponsored #21 NASCAR Ford Fusion showcars, revs up its 351 Windsor motor Aug. 5 during his visit to Youngstown Air Reserve Station. The engine is capable of producing 850 horsepower and reaching speeds of about 220 MPH on an oval race track. Mr. Schuler travels about 200 days a year with the car, displaying it at various events as a recruiting and community relations tool.



U.S. Air Force photo/Master Sgt. Bryan Ripple

# "Proud Heritage, Tradition of Excellence"

## 910th Airlift Wing Military Ball

Saturday, November 4, 2006  
Mr. Anthony's Banquet Center  
7440 South Avenue  
Boardman, Ohio 44512



Lt. Gen. John A. Bradley  
Chief of Air Force Reserve  
and Commander, Air Force  
Reserve Command

6 p.m. **Cocktail Hour (Cash Bar)**  
7 p.m. **Dinner**  
8 p.m. **Keynote Speaker:**  
**Lt. Gen. John A. Bradley,**  
**Chief of Air Force Reserve**

*Join Lt. Gen. John A. Bradley, Chief of the Air Force Reserve, and Commander of Air Force Reserve Command as we pay tribute to the Proud Heritage and Tradition of Excellence of the 910<sup>th</sup> Airlift Wing while enjoying the sights and sounds of "Reserve Generation" from the Band of the U.S. Air Force Reserve*

Tickets are on sale now at the Public Affairs office and from each unit commander or First Sergeant. E-1 to E-6, \$25 per ticket; E-7 and above, \$35 per ticket; base civilian employees, \$35 per ticket



## PROMOTIONS

The following officers have been selected for promotion to the rank indicated with various Dates of Rank and Promotion Effective Dates:

### Lieutenant Colonel

- Timothy W. Austin, 757th Airlift Squadron
- Mark S. Carroll, 910th Operations Support Squadron
- Paul A. Jimenez, 773rd Airlift Squadron
- Lawrence V. Killpatrick, 910th Maintenance Squadron
- Edward F. Malinowski, 910th Aircraft Maintenance Squadron
- Daniel J. Sarachene, 910th Operations Support Squadron
- Kenneth G. Saunders, 757th Airlift Squadron
- Eric O. Scheie, 757th Airlift Squadron
- Mark E. Sebastian, 773rd Airlift Squadron



**September UTA Pay Date**  
**19 Sep 06**



# Camp gives kids “full military experience”

Eric M. White  
Public Affairs Assistant



U.S. Air Force photo/Eric M. White

“Rico,” a K-9 officer for the North Olmsted Police Department pokes his head out from a crowd of very appreciative campers.



U.S. Air Force photo/Eric M. White

Donning full fire-fighting gear at the base fire station, Luke Peterson is ready to douse some flames.



U.S. Air Force photo/Eric M. White

CMSgt. Simon Cesareo gives some orders to help cultivate the “full military experience” for the campers.



U.S. Air Force photo/Eric M. White

Campers line up to beat the heat with the help of “Fireman Bob” (Base firefighter Robert Soles) and the #5 fire engine.

**JSYC**  
Joint Services Youth Camp

August 15-16, 2006 marked the 9<sup>th</sup> annual Joint Services Youth Camp hosted by the 910<sup>th</sup> Airlift Wing. Members of the Security Forces squadron sponsored the event. The kids who attended were given a great opportunity to gain a better understanding of what their parents do at the 910<sup>th</sup>.

The attending youth participated in several fun and educational activities at the camp. They embarked on a tour of the base, the base fire department and a static C-130H display as well as C-130H maintenance facilities. Three K-9 unit patrolmen accompanied by their four-legged companions from North Olmsted allowed the campers to participate in an interactive demonstration of the units’ abilities.

Campers were also given several opportunities to learn response tactics to dangerous or potentially dangerous situations. Included were house and vehicle fire response and basic self-defense combat training.

“I really enjoyed [the camp]. The kids were all very excited and wanted the full military experience! I went in not really knowing what to expect but we ended up with a great group of kids,” said volunteer camp counselor Tech. Sgt. Lisa List, law office manager at the 910<sup>th</sup> Judge Advocate’s office.

Several volunteer workers from the base lent their time and services to help make the camp a success.

About thirty kids attended the camp.



U.S. Air Force photo/Eric M. White

Micheal Mariacher (right) son of 910<sup>th</sup> SSgt. Michelle Mariacher enjoys the shade on a base fire engine with his friend Jake Davis (left.)

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

PRESORTED  
STANDARD  
U.S. POSTAGE  
PAID