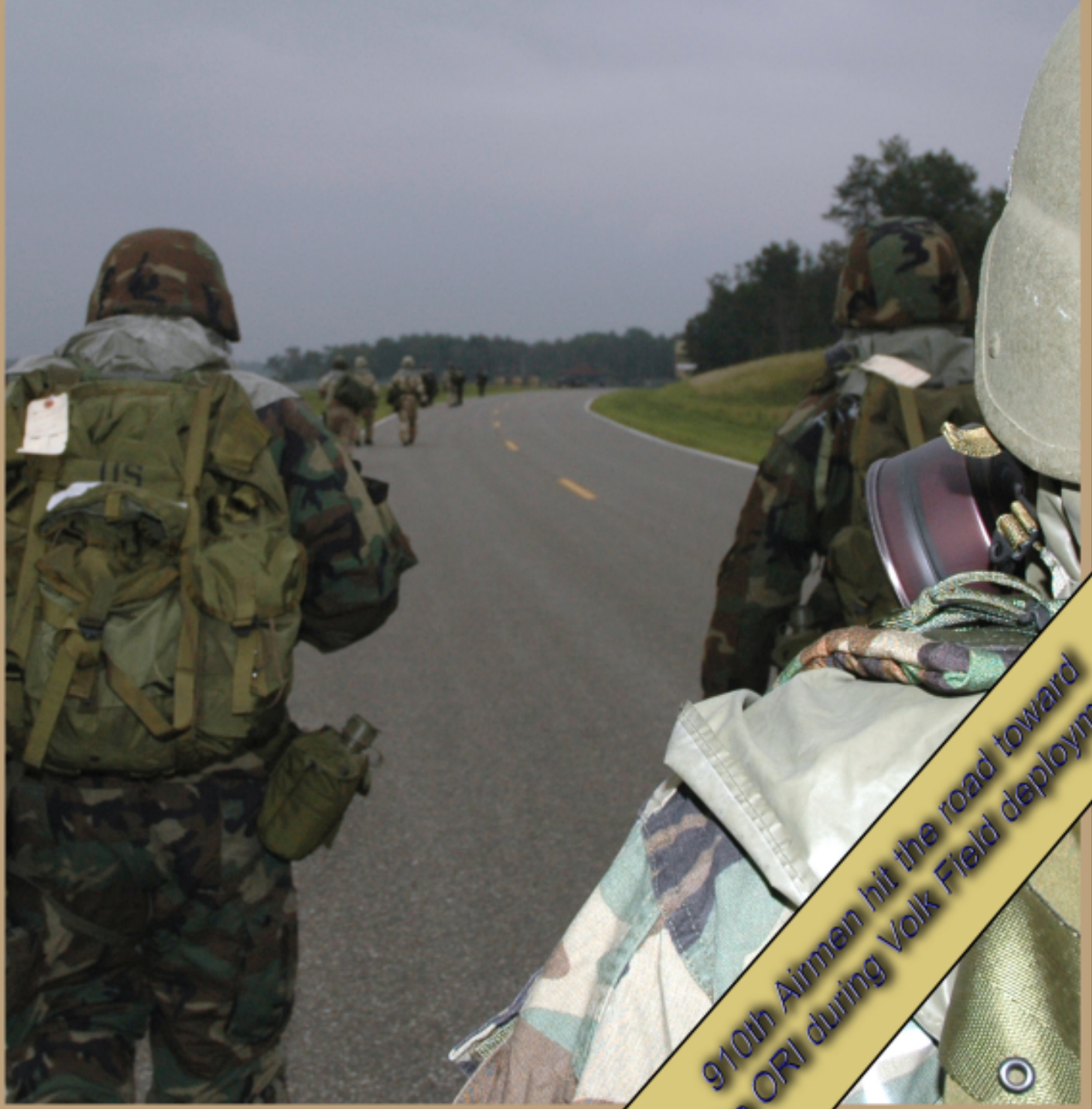


# THE Airstream



910th Airmen hit the road toward the ORI during Volk Field deployment

## PATRIOT MEDELLIN / Volk Field: Above and Beyond

**Colonel Timothy J. Thomson**  
Commander

Back in January 2006 the 910<sup>th</sup> Airlift Wing began preparing for a large fly-away exercise that had the following priorities: Familiarize ourselves with AMC Ground Rules for a wing-wide ORI; practice mobilization and readiness actions (especially planning and pre-deployment,) and deploy approximately the same size package as we will be tasked for in our 2008 ORI. Receiving an orientation to Volk Field and Readiness Safeguard to prepare for future Volk visits and practicing redeployment planning and execution were also goals.

From the beginning PATRIOT MEDELLIN was an "extra" ORI preparation event that the commanders at the 910<sup>th</sup> wanted to do as soon as it was brought up for consideration. The lessons we learned in planning, mobilizing, deploying and redeploying will serve us and our ORI partner, the 934<sup>th</sup> Airlift Wing at Minneapolis, well.

We were able to get boots on the ground at the location of our May 2007 Readiness Safeguard. The Volk Field ABO gave us all some valuable insight into things like ORE/ORI planning, functional responsibilities during attacks and references we should all be using. I am sure no one will forget that our own CEX provided some ATSO training that was well received and increased everyone's scope of understanding on chemical protective clothing wear and demands. Lastly we accomplished one of the three or four events that are necessary to turn a "group" of people into a successful "team."

Our single biggest goal in PATRIOT

MEDELLIN was to simply identify areas that need improvement. What we found is the same thing that occurs at the beginning of a rotation in the AOR. Functionally and by AFSC skill level we are strong, but all functional areas that exchange information need to agree and understand how information will flow, what information will flow, when it will flow, to whom and where it will flow, the format it will flow in and how that information can be used to best advantage by every level.

Looking forward, we all need to gain more understanding of the AMC/IG Ground Rules, our own Installation Deployment Plan and our individual AFMAN 10-100 Airman's Manual. We also need to improve our unit mobility processes so that individuals, supervisors, Unit Deployment Managers and Commanders are all successfully working together to meet unit mobility and deployment requirements.

Our UTC equipment and process to deploy, employ and redeploy that equipment will be thoroughly tested during the May 2007 Readiness Safeguard. The individuals who will be responsible for the buildup, marshalling, set up and redeploying of that UTC equipment will play a very valuable role in their unit through the 2008 ORI. The work they do now will pay big dividends later.

The demands of the Operational Readiness Training Program (ORTP), our RAV and the ORI will require much of this wing's annual tour and mandays in FY 2007 and 2008. The leadership has been working hard to manage all that we will need. Know that it is very unlikely that real world taskings will postpone our preparation and execution of our ORI.

As Brig. Gen. Clay McCutchan, mobilization



**Col. Timothy J. Thomson**

assistant to 18th Air Force, Scott Air Force Base, Ill., said during his September UTA visit to the 910<sup>th</sup>: "Embrace the ORI: The preparation process and execution of an ORI is the best way the Air Force has for a wing to practice and be evaluated on the "basics" that are being applied in the AOR everyday. Going to war with a good foundation contributes to our being able to perform the mission at a high level of success and the ORI process is a big part of that foundation."

Overall I am pleased with the attitudes, behaviors and effort from all 910 AW civilians, contractors, and military members involved in supporting and accomplishing PATRIOT MEDELLIN. When I look at all the effort that is going on to prepare for Readiness Safeguard in May 2007, I go home at the end of the day glad to be leading this wing and looking forward to the next challenge in our ORI preparation.

## It's amazing what we can accomplish when committed to the cause

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

In 1519, Spanish explorer Hernando Cortez anchored his 11 ships off the Yucatan Peninsula. He'd embarked on an elaborate mission; thousands of miles separated him from his homeland and reinforcements.

Mexico was then ruled by the mighty Aztecs, whose warriors numbered in the tens of thousands. Cortez, however, was only able to bring 608 troops, 16 horses and a few cannons on his nominal fleet. One hundred percent committed to the mission, despite the overwhelming odds, Cortez ordered his troops ashore.

Only hours later, the Spanish encampment awoke to the cries of, "Fire! Fire!" Stumbling from their tents, the soldiers discovered all 11 wooden vessels aflame. Realizing those ships represented their only means of return transportation home, they were appalled.

Some thought if they could just row out, they might still be able to douse the blaze. But to their astonishment, Cortez stopped them. He then indicated,

much to their chagrin, he'd ordered the fleet set afire.

The message was clear: Retreat was not an option. They'd either conquer this new land or die trying.

History has recorded Cortez and his 608 troops indeed vanquished a substantial and commanding Aztec empire.

When fully committed to a cause, to the extent we're willing to "burn our ships behind us," and leave no means of retreat, it's amazing what we can accomplish.

This decision also makes them that much more dangerous to their enemies because they have only one direction to move — forward. The intimidation factor has been erased. It's all or nothing.

Military strategists still debate Cortez's radical commitment and leadership tactics, but few can argue with the outcome.

Those expecting guarantees and comfort when it comes to a positive outcome in any endeavor, probably won't hang on when things get dicey. Someone's said, "When the going gets tough, the tough get going."

So, my friend, when it comes to life's many challenges, where does that leave you?



## “Fly-away” kicks off ORI practice

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

Preparation for the Operational Readiness Inspection began in earnest Aug. 24 as nearly 300 members of the 910th Airlift Wing boarded C-130 aircraft and flew to the Combat Readiness Training Center at Volk Field, Wis. for three days of deployment training.

The three-day long “fly-away” signaled the beginning of the Operational Readiness Training Program in preparation for the ORI currently scheduled for March 29, 2008. The ORTP is a series of increasingly demanding events scheduled to span more than 18 months and culminating with a three-day Readiness Assistance Visit at one of the CRTC locations in Nov. 2007.

The RAV will be the final step in Youngstown’s ORI preparation. It is a formal inspection wherein subject matter experts from across 22nd Air Force will join the 910th and their ORI partner the 934th AW from Minneapolis-St., Paul International Airport Air Reserve Station, Minn. at a deployed location – likely to be Gulfport, Miss. or Savannah, Ga. – and provide an ORI-like evaluation of the unit’s performance during simulated wartime, explained Maj. Ray Gale, the 910th officer in charge of coordinating the ORTP event, or “Warlord” as he is known.

“The next three events, a Command and Control Table Top exercise, a War Skills Lab and a Command and Control visit to Volk Field, are slated to involve smaller groups of personnel, perhaps as many as 80, rather than the entire ORI participation group,” said Maj. Gale.

Once those events are completed in late March 2007 as many as 850 Airmen from the combined forces of the 910th AW and the 934th AW are scheduled to participate in the “Readiness Safeguard” exercise hosted by the personnel of the CRTC at Volk Field. This six-day event is currently scheduled to begin May 13, 2007.

The CRTC at Volk Field, much like the three others located in Alpena, Mich., Savannah, Ga. and Gulfport Miss., specializes in providing realistic Ability to Survive and Operate training in a combat-like setting.



U.S. Air Force photo/Tech. Sgt. Ken Sloat

**Senior Master Sgt. Doug Senters, readiness superintendent, listens intently as Tech. Sgt. Diane Loescher, a Volk Field CRTC Cadre team member, uses a wall map to point out several key areas of the training site.**

ATSO, as the name suggests, teaches a wide range of skills associated with surviving a nuclear, biological or conventional attack while maintaining the ability to perform one’s primary duties.

“The expectation of the exercise environment is that you will be able to do your function while under attack,” said Lt. Col. Jonathan McDaniels, chief of exercise plans for the CRTC at Volk Field.

Lt. Col. McDaniels said the job of the Volk Field CRTC staff isn’t to teach a formalized method of doing things but rather prepare attendees to deal with the “fog of war” by preparing them to develop their own way of being successful.

“I’m not here to train you on a way of doing things,” he explained, “I’m trying to train you on the approach to doing things.”

The first day of the “Readiness Safeguard” exercise will be the arrival of a small advance contingent who will be responsible for establishing the infrastructure and preparing for the arrival of the remaining Airmen.

Day two, also known as the deployment phase, will be the arrival of the main body of Airmen and is likely to take as many as eight to ten airplanes flying all day.

During days three and four the group will be given hands-one ATSO training which will focus on pre-attack, trans-attack and post-attack survival skills including emergency medical care for the wounded.

Day five begins a two-day war starting each day at 6 a.m. and lasting up to 16 hours each day. Establishing hours of operation for the war, explained Lt. Col. McDaniels, was done to ensure the participants are able to get some rest from what will be a fairly intense war. The goal is to teach, not punish he said.

After the two days of war, day seven will begin with a discussion of the good and bad elements of the exercise, after which the people and supplies will be packed up and flown home.

Although the exercise is an evaluation, Maj. Gale is quick to point out that this isn’t an inspection. The personnel from the CRTC will be observing and evaluating to help us learn from our actions for the sole purpose of getting better, he said.

“It’s a look forward rather than a look back,” he said.

**The Airstream is published monthly by:**

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

**On the cover...**

***Nearly 300 Airmen from the 910th Airlift Wing deployed to the Volk Field Combat Readiness Training Center (CRTC) in Wisconsin Aug. 24-27 to begin the training phase in preparation for the Operational Readiness Inspection (ORI), currently scheduled for late March 2008. U.S. Air Force photo/ Tech. Sgt. Ken Sloat.***

# 910th People

## CES conducts UTA bivouac

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

About 25 reservists from the 910th Civil Engineer Squadron participated in the unit's annual bivouac training exercise during the September UTA. The event provided them with a training opportunity to put up two GP medium tents and a temper tent during camp setup.

Some of the other training the unit members received included fire extinguishers, field hygiene, installation of tent heaters, and tent lighting. Although rain came during the late afternoon and through the evening on Saturday, the Airmen did spend the night in their "temporary lodging."

Sunday of the UTA offered time to do other requirements such as Task Qualification Training while in various MOPP levels, and other ancillary training requirements.

"We've got a lot of young people in the unit now, and they're very energized as you can tell," said Senior Master Sgt. Virgie Douglas, superintendent of the electrical shop, and the person in charge of the bivouac. "I think it went very well and we got a lot out of it," he said, adding "it's just like going camping to me."



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

**MSgt. Betty Castillo, a personnel craftsman with the Civil Engineer Squadron, assists in putting up a tent during the squadron's Sept. 9-10 bivouac training exercise. She was one of about 25 reservists participating.**



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

**SrA. Doug Lind, a personnel journeyman with the Civil Engineer Squadron, practices office skills while in MOPP 4.**



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

**SSgt. Jeffrey Hansen, a firefighter with the Civil Engineer Squadron, puts the finishing touches on a tent flap during the bivouac training exercise.**



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

**This tent stake was not going to give any trouble to SrA. Dale Anderson, an electrical power production journeyman.**



# Air Terminal Ops Center on the job 24/7 overseas

**Staff Sgt. Adam Baker**  
380th Expeditionary Logistics  
Readiness Squadron

SOUTHWEST ASIA – Cargo processing, load planning, ramp services and manifesting passengers – what do all these activities have in common? These are the mission tasks of the 380th's Air Terminal Operations Center (ATOC) in its service to the 380th Air Expeditionary Wing.

The ATOC is assigned to the 380th Expeditionary Logistics Readiness Squadron, and its mission requires it to be in operation 24 hours a day, seven days a week.

The entire ATOC team, divided into two shifts, is deployed from the 76th Aerial Port Squadron, Youngstown Air Reserve Station, Ohio, for Air and Space Expeditionary Force Rotation 1/2.

"If there is one thing that military operations of recent years have taught us, it's that management and control of military personnel and critical assets is vital to sustaining operations in an expansive area of responsibility," said Chief Master Sgt. Edward Shelatz, ATOC chief of operations.

"The operation tempo constantly varies ranging from very busy to very slow with changes occurring quickly," Shelatz continued.

ATOC's cargo processing mission involves the receipt and preparation for loading of all cargo and mail that is planned for military airlift from the 380th. Documentation is checked to verify accuracy and to ensure no discrepancies cause delays in cargo movement.

"It's the responsibility of the cargo specialists to receive inbound cargo destined for the 380th. We notify the receiving unit or organization that its cargo is available for pick-up," said Tech. Sgt. Jim Evans, ATOC cargo specialist.

The cargo processing mission requires skills and knowledge in palletizing baggage and equipment, and the ability to operate equipment such as baggage conveyers, forklifts and K-loaders. The ramp services mission requires the same knowledge.

"This is what we've trained for back home. The hours are long, and it's very hot here, but we're committed to making sure everything is done right," said Tech. Sgt. Roberta Ketterer, material handling and equipment operator.

Load planning falls hand-in-hand with cargo processing. The load planning section ensures each aircraft is loaded to best optimize the available space of the receiving aircraft



Courtesy photo

**An air conditioning unit that was used in Iraq is offloaded on the 380th's airfield by Transient Alert and ATOC.**

while maintaining aircraft safety.

Careful consideration must be given to cargo that requires special handling (hazardous materials, munitions, chemicals, etc). The load planner must configure the aircraft load and account for its limitations to ensure a balanced weight distribution. Without careful consideration of the aircraft's restrictions, there is a heightened risk of failure. What does this mean? Hazardous cargo must meet stringent requirements for airlift movement. If hazardous cargo is improperly identified or loaded, the safety of the mission can be jeopardized.

After the load has been planned, it is prepared for air travel by being palletized and tied down. The type of aircraft determines the appropriate equipment used for loading.

"The Ramp Services team ensures that the aircraft is loaded and unloaded in a manner that is swift and safe. Each load presents a unique and often difficult set of circumstances. Our team is experienced and can adapt to any unforeseen problems," said Master Sgt. Tony Pizzuto, ATOC cargo specialist.

"One of our challenges is the separation of the ATOC pad from our operations center. The equipment we operate and the cargo we deliver and prepare for flight are not in our immediate vicinity. But we still get the job done," Shelatz explained.

The passenger terminal is unlike any found back home, even in the smallest of American

towns. A small guard shack labeled with "Pax Terminal" is the unofficial waiting area of military air passengers departing and arriving to the 380th.

Service at the terminal is as serious as the other ATOC responsibilities, since the terminal section manages the processing of military and Department of Defense civilians traveling by military airlift. Personnel utilizing military airlift interact with a passenger terminal representative at the ATOC operations center. The passenger terminal representative assigns the customer to a mission and coordinates the time of departure and baggage pickup.

For inbound personnel the passenger terminal section coordinates transportation for arriving military personnel to the designated in-processing location.

"Outside of the Wing staff greeting and PERSCO, we're the first base agency that incoming deployed Airmen interact with," said Senior Master Sgt. Bruce Hague, ATOC NCOIC, who said that in addition to tracking aircraft before it arrives, the ATOC unloads baggage and contacts Vehicle Operations to deliver baggage to the Temporary Cantonment Area (TCA).

"Flexibility is the key to our success," Shelatz noted. "Working with minimum staffing requires that the entire team has the ability to perform several tasks and functions within the ATOC arena at a high level of proficiency."

# Power players

## Avionics shop, navs brainstorm to create Portable Flight Planning Subsystem

**Airman 1st Class Ann Wilkins Jefferson**  
Public Affairs Specialist

It's said that necessity is the mother of invention.

Two groups at Youngstown Air Reserve Station realized a necessity, and they brainstormed together to find a solution for it. The issue? How to install an additional power supply for laptop computers on the 910th's C-130s. More power would mean a laptop could be used throughout a typical 8-12 hour flight instead of just through the duration of the 2-3 hours supplied via the laptop battery.

The answer came through installation this August of what are called Portable Flight Planning Subsystems on each of the Wing's 12 C-130Hs. These subsystems are made up of three components: a docking station, a power supply and a power inverter.

"What the docking station does is answer the need to keep power on the laptop – you never even need to use the laptop battery. For the future of maintenance, that's a major advantage," said Senior Master Sgt. Paul C. Wagner, noncommissioned officer in charge for the 910th Maintenance Squadron's Avionics Flight, Communication Navigation Shop.

The power supply and power inverter are mounted in the old map storage area of the C-130 by the navigator's bunk. The laptop sits atop the desk in the navigator area, and a lanyard secures the laptop to the station to ensure the components won't pose a liability to the crew while airborne.

"It's mostly a convenience factor. Navigators usually have to pre-plan for the next flight in between flights. With [more power to the] laptops on the aircraft now, they can do preplanning right on the aircraft. They can also bring up their maps on the laptop," said Tech. Sgt. John C. Jones, Avionics Flight, Communication Navigation Craftsman.

Also, this power supply for the laptops will save man-hours for maintenance work in the future. Currently, the Comm/Nav technicians have to take somewhat cumbersome loads of paperback technical manuals out to the planes when they have maintenance or training to do on the craft.

"The Avionics tech file is the largest technical order file on base – books and books. Some jobs take up to six books. The docking station will allow us to use our new information system on disks, called the IETM – Interactive Electronic Technical Manuals – and not have to lug books out to the flight line," Sergeant Wagner explained.

As for the power inverter, Airman 1st Class David M. Manning, a Comm/Nav Apprentice, explained that the power inverter converts

28 volts DC to 115 volts AC to be sent to the power supply, which drops it to 15 volts DC for laptop use.

"The inverters are similar to the type you plug into your cigarette lighter in your car, converting 12 volts to 15 volts," said Airman Manning.

What makes these Portable Flight Planning Subsystems particularly unique, though, are two factors.

"We were the first Reserve unit to install these that I know of," Sergeant Wagner pointed out. "Some Niagara Air Reserve Station guys came down to see how we did it and took the idea up there."

"The idea came from Combat Planning Council in 2004, and we put in the planning request in March of last year. Part of the process is a result from our two-year activation – we were trying to make it standard on all the aircraft," said Lt. Col. Douglas D. Scoville, tactics chief for the 773rd Airlift Squadron.

Secondly, AFRC's approval had a stipulation.

"The big thing was making it so it wasn't a permanent modification on the aircraft," Colonel Scoville continued.

Sergeant Wagner said initially the Air Mobility Command allowed such a modification but not AFRC. He gave Colonel Scoville a lot of credit for helping gain the approval from AFRC and for coming up with the idea for the lanyard.

Colonel Scoville also returned kudos to the Avionics Flight.

"We did a lot of brainstorming. Lt. Col. Don Loomis and Maj. John Kochansky were the two navigators here who worked on this, and Avionics helped us out. They did a really good job, particularly Staff Sgt. Andy Ford and Master Sgt. Mike Birmingham. And Master Sgt. David Elonen helped get approval through the 22nd Air Force and then through AFRC," Colonel Scoville said.

So how was the Comm/Nav team going to secure the power supplies and power inverters to the aircraft without making alterations on the planes?

"The guys in the shop decided using Velcro to secure the items was the simplest and easiest way," said Sergeant Wagner.

He said they decided to use the old map storage to hold the supply and inverter since the navigators don't use the chart maps much anymore and now store them above the navs' bunk instead.

However, the navigators still have those charts and other printouts on flights as backup in case the docking station would have a glitch, Major Kochansky emphasized.

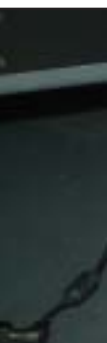
The needs of both the Comm/Nav shop and the 773rd Airlift Squadron resulted in an innovative station that will serve a dual purpose. Again, necessity is the mother of invention – and in this case it was twins.

***"What the docking station does is answer the need to keep power on the laptop – you never even need to use the laptop battery. For the future of maintenance, that's a major advantage."***

Senior Master Sgt. Paul C. Wagner, NCOIC Avionics Flight, Communication Navigation Shop



Tech. Sgt. Navigatio







U.S. Air Force photo/Airman 1st Class Ann W. Jefferson

John C. Jones, an Avionics Flight Communication Navigation Craftsman, inserts a laptop into the docking station on a

C-130 here. The station is part of a new subsystem that provides power to the laptop during flights and for maintenance info access.



U.S. Air Force photo/Airman 1st Class Ann W. Jefferson

At left top: A docking station for a laptop computer rests atop the navigator's area in a C-130 here. All 12 aircraft on base now have these installed.



U.S. Air Force photo/Airman 1st Class Ann W. Jefferson

At left bottom: Tethers like this one hold the docking stations in place during flight so they aren't a liability to the crew or aircraft in flight.



U.S. Air Force photo/Airman 1st Class Ann W. Jefferson

At left: Master Sgt. Craig W. D'Anniballe, an Avionics Flight Communication Navigation Craftsman, pages through one of the shop's paperback technical manuals. The Avionics technical order file, shown here on Sergeant D'Anniballe's left, is the largest one on base. Once all the files are put in a new disk system, called the IETM (Interactive Electronic Technical Manuals), scheduled for completion in 2007, Avionics technicians can access their technical orders and job guides via the new Portable Flight Planning Subsystem instead of through books.

# Air Force Reserve seeks better eye protection

**Lt. Col. (Dr.) Libertad Melendez**

Air Force Reserve Command Optometry Consultant

Today's combat environment poses a myriad of threats to Air Force warfighters' eyes, ranging from environmental to man-made causes.

Among the environmental dangers are ultraviolet rays, dust, wind, projectiles and blinding sandstorms. Improvised explosive devices, rocket-propelled grenades, lasers and chemical warfare comprise the more common man-made hazards.

"In recent conflicts, combat injuries to the head and neck outnumber torso injuries by nearly four to one, with the eye and socket as the most frequently injured regions of the warfighter's head and neck," states the U.S. Army publication, "Warfighter Face and Eye Injury Protection."

Ophthalmology Trauma Magazine reports, "Eye injuries occur in 10 percent of nonfatal casualties in military conflicts."

These facts have spurred the Department of Defense to take a closer look at how it can protect a warfighter's eyes more effectively.

In the Air Force, the requirement to deploy with eye protection is not new, but the eye protection historically used has often been inadequate. Also,

the Air Staff recognized the lack of an Air Force-wide policy to ensure Airmen deploy with eye protection and that the eye protection can meet our wartime threats.

With this goal in mind, the Air Staff disseminated the Air Force Ballistic Protective Eyewear Program. Included in this guidance is the Air Force Protective Eyewear List. The AFPEL provides the names of allowable eye-protection devices.

The Air Force has lessons learned from its sister services, which have been ahead of it in standardizing and implementing eye-protection programs.

In the past, DOD has relied on sun, wind and dust goggles. These do not perform well enough to protect eyes in today's war environments.

Maj. Ken Hoffman, a U.S. Southern Command spokesperson, told Special Operations Technology that "There is no one system that effectively meets or covers the entire spectrum of threats that the human eye can be exposed to."

DOD's goal is to use a combination of spectacles and goggles to provide the eye protection necessary. One company the Army uses, and is now found on

the Air Force Protective Eyewear List, has been commended for being one of several companies working to give eye-protective eyewear the attention it deserves as a defense system rather than a simple accessory.

Another point to consider is UV protection. All the eye-protective devices on the AFPEL include a sunshield.

Lastly, in the sandy, dusty environment of the desert, Airmen are urged to limit contact lens wear because of increased discomfort and the increased potential for eye infections. (AFRC News Service)



U.S. Air Force photo/Staff Sgt. Stephen Schester

**Eye protection is essential for these Airmen waiting to move patients from arriving helicopters June 17 at a mobile aeromedical staging facility.**

# Air Force Reserve tops recruiting goal again

**Master Sgt. Gary Johnson**

Air Force Reserve Command Recruiting Service

For the sixth year in a row, Air Force Reserve Command officials have exceeded the command's recruiting goal.

AFRC Recruiting Service surpassed its goal for the 2006 recruiting year Aug. 31 when officials accessed its 8,001st recruit as the number of people signing up continues to climb.

Col. Francis Mungavin, AFRC Recruiting Service commander, said success came from hard work, outstanding recruiter training programs, a fair and equitable career management program, attainable recruiting goals, and targeted marketing strategies.

"This has been a tough year for recruiting, but our recruiters have stepped up to the plate and hit another grand slam," Colonel Mungavin said.

"I can't thank our recruiters enough for all their hard work," he said. "They have internalized the Air Force core values. They are true professionals all the way."

Air Force Reserve recruiter training includes the IMPACT Selling System, a six-step process that concentrates on the applicant's wants and needs. Investigate, meet, probe, apply, convince and tie it up are the steps used to create a win-win situation, helping recruiters learn about the needs of their applicants and applying that information to reach mission requirements.

Most of the command's enlistees come from Get One Now program leads given to recruiters by reservists themselves. The recruiters know re-

servists are the best people to explain how it feels to serve one's country and receive benefits for that service. The program acknowledges the reservists' contributions with an award and recognition program.

AFRC Recruiting Service also sponsors an aggressive air show presence, featuring its jet car and aerobatic bi-plane performances. This year AFRC Recruiting Service officials introduced its recruiting support vehicle and pavilion, or RSVP, concept. RSVP offers recruiters more visibility and a pleasant environment to discuss career opportunities with people attending an air show. AFRC air show acts have been given a significant makeover and have made an impressive splash at shows across the nation, according to AFRC recruiters.

Added to this mix is a successful national advertising program that targets markets by geographical zones. AFRC Recruiting Service advertising employs a new online and phone qualification center.

Colonel Mungavin said a major reason for this year's recruiting success is a responsive advertising staff and a dedicated headquarters staff.

"I believe the Air Force Reserve has the best career opportunities, relative to benefits package, currently offered among the services," said Capt. Greg Peterson, 622nd Flight commander, AFRC Recruiting Service. "We attract and hire the right people as recruiters for the right reasons. Our people want to be United States Air Force Reserve recruiters."

(Courtesy of Air Force Reserve Command News Service)





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

## Patriot Day

**Four members of the 910th Airlift Wing Honor Guard raise the American Flag as people from all across Youngstown Air Reserve Station including the Naval/Marine Corps Reserve Center attend a Patriot Day ceremony here Sept. 11 in honor of the more than 3,000 innocent people who lost their lives when a calm September morning was shattered by terrorists driven by hatred and destruction.**

## 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.

**October 2006**



## Pennsylvania enacts 'Steer Clear' law

With many unit members traveling on Pennsylvania roadways, the Wing Safety office provides the following update to motor vehicle safety laws in that state: Pennsylvania has enacted a "Steer Clear Law," formally known as "Duty of Driver in Emergency Response Areas."

If there is a police car, ambulance, tow truck or work crew in the way on the highway, steer clear. Motorists who don't can be fined up to \$250 each, and if involved in an accident at the site, would automatically lose their license for 90 days, according to a new section of the Pennsylvania Motor Vehicle Code that went into effect Sept. 8. In addition, fines will be doubled for more than a dozen other infractions relating to reckless driving, stopping, following too closely, passing, driving under the influence of drugs or alcohol, failing to obey people directing traffic and failing to heed signals.

The new rule when approaching or passing emergency response areas is not to drive at a speed "greater than is reasonable or prudent under the conditions" and not to disobey instructions relating to traffic flow, whether they are flashing lights, flares, signals and signs or police and emergency providers.

The new law will extend protection to routine traffic stops by police and towing or other services of vehicles that have broken down, as well as construction crews working along roadways. When vehicles are pulled over, police or emergency responders often have to walk into travel lanes, so passing motorists need to give them as much room as possible. While the new law will require drivers to "pass in a lane not adjacent to that of the emergency response area," that is not always possible. In those cases, such as on a two-lane road, the law directs drivers to pass "at a careful and prudent reduced speed reasonable for safely passing." That can mean stopping and yielding to oncoming cars and trucks until the path is cleared.

The Motor Vehicle Code defines "emergency service responder" as a police officer, sheriff, coroner, firefighter, fire police, medical examiner, rescue personnel, emergency medical personnel, hazardous materials response teams, fire marshals, and maintenance and construction personnel.

For more information contact Mr. Mike Norris, ground safety manager, at 330-609-1391.

## Airmen Call scheduled for Oct. UTA

Col. Timothy Thomson, 910th AW Commander and Chief Master Sgt. Robert Glus, 910th Command Chief Master Sgt. are requesting that all Youngstown Airmen in the grades of E-1 through E-4 attend an Airmen's Call during the Oct. UTA.

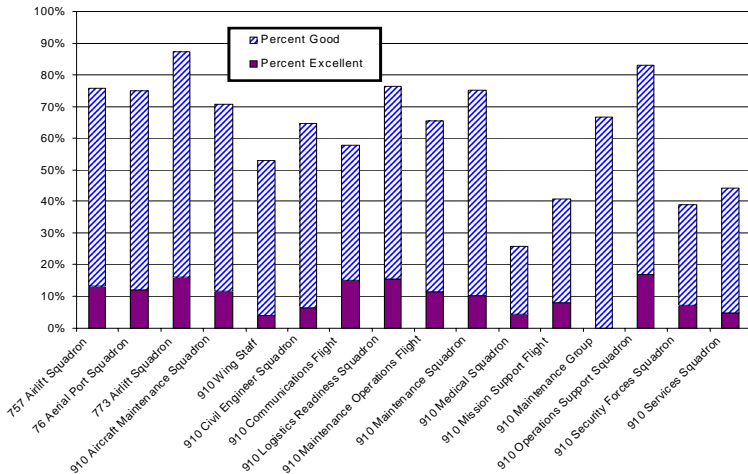
The meeting will likely be the birth of the Airmen Advisory Committee which is being formed to increase the involvement of junior Airmen and provide them with an effective communication tool to give feedback to senior leadership.

The Airmen's Call is currently scheduled in the Fitness Center Gymnasium Sunday, Oct. 15, 2006, at 3 p.m.

Attendance is highly encouraged.

# Fit to fight statistics: Where do you fit in?

## Excellent and Good



■ AFRC news service reports that fitness statistics have been steadily declining since 2003 when, with 76 percent of Reservists completing the test, almost 99 percent passed. In 2005, with just 68 percent of Reservists completing the test, only 81 percent passed. For 2006 the 910th, passing rate is likely to be less than two-thirds.

■ According to AFRC news service, AFRC failure rate is six times higher than the rate for active-duty servicemembers.

■ Attendance at the Youngstown ARS Fitness Center, like passing scores in the Fit to Fight program appears to be declining. According to Fitness Center officials, it averaged 113 per day in 2004, 95 per day in 2005 and is likely to average about 88 per day for 2006.

\*As of Sept 12, 2006

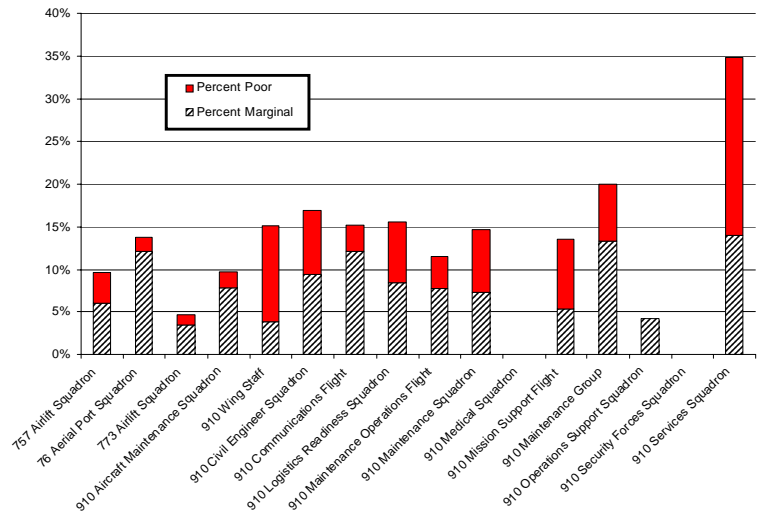
■ Overall 64 percent of Youngstown ARS is in the excellent or good category compared to 73 percent AFRC\*.

■ Youngstown Airmen older than 30 years of age are more likely to receive a passing score than their younger counterparts\*.

■ Overall 11 percent of Youngstown ARS folks are in the poor or marginal category compared to 13 percent AFRC wide\*.

■ Although the overall completion rate for the 910th is 75 percent, individual units range from 26 to 92 percent complete\*.

## Marginal and Poor



## JUST DO IT! Tips for improving your 1.5 mile run score

Your goal is to develop an ability to run continuously for a 1.5 mile run, then more if you want. The way to do that is to gradually increase the length of time in the middle of your workout spent running and decrease the number of walking breaks. Do 45/30 (45 seconds running, 30 seconds walking), then 60/30, then 75/30, or 60/15.

Vary your routine. Work a little harder one day, and then make the next an easy day. Program in occasional rest days when you do no walking and running, or cross-training days when you do some other exercise. Test yourself to see if you can run a half-mile continuously, then a mile. It won't happen overnight, but you should begin to see a gradual improvement in your physical fitness.

Below is a six-week training program for this second phase of conditioning. Begin and end each workout by walking 10 and five minutes. This pattern of warming up, training hard, then cooling down is one used by runners at all levels.

If the above progression seems too difficult for you, either repeat the week you have just completed or drop back to the previous week before continuing. Only you can judge whether you are pushing too fast or too slow, but it's best to err on the conservative side. Also, there's nothing magic about resting on Mondays or Fridays and doing your long runs on Saturdays. Feel free to adapt this program to fit your own work schedule—although the general pattern and progression should remain about the same. When this becomes easy advance to a 5K (3.1 mile) workout.

### Six-Week Training Plan to Improve 1.5 Mile Run\*

Week	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	rest or run	run/walk 45/30	run/walk 30/30	run/walk 45/30	rest	.5 mile run	30 min walk
2	rest or run	run/walk 60/30	run/walk 30/30	run/walk 60/30	rest	.75 mile run	30 min walk
3	rest or run	run/walk 75/30	run/walk 30/30	run/walk 75/30	rest	1 mile run	45 min walk
4	rest or run	run/walk 45/15	run/walk 30/30	run/walk 45/15	rest	1.25 mile run	45 min walk
5	rest or run	run/walk 60/15	run/walk 30/30	run/walk 60/15	rest	1.5 mile run	60 min walk
6	rest or run	run/walk 90/30	run/walk 30/30	run/walk 90/30	rest	1.75 mile run	60 min walk

\*\*Run" can mean "jog" if you need to start out at an easier pace. (Information from an article by Danielle Knutson, Fitness Program Manager, Andersen Air Base, Guam, was used in this story.)



# "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

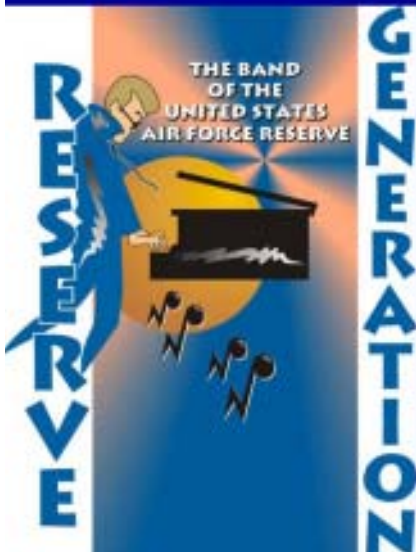


**Lt. Gen. John A. Bradley**  
Chief of Air Force Reserve  
and Commander, Air Force  
Reserve Command

**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 910th 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



Leon E. Robinson, 910th Civil Engineer Sq.  
James H. Weeks Jr., 910th Aircraft Maintenance Sq.



Michael K. Bullard, 910th Security Forces Sq.  
James E. Morgan, 910th Civil Engineer Sq.  
Charles J. Reilly, 76th Aerial Port Sq.  
Victor M. Rivera, 76th Aerial Port Sq.



Calvin L. Barker, 76th Aerial Port Sq.  
Russell H. Dean, 910th Civil Engineer Sq.  
Robert Earl, 910th Operations Support Sq.  
Kimberly A. Hawthorne, 910th Mission Support Flt.  
James A. Jesionowski, 757th Airlift Sq.  
William B. Jones, 910th Logistics Readiness Sq.  
Nicholas C. Ladisa, 910th Maintenance Operations Flt.



Shaun A. Bradshaw, 757th Airlift Sq.  
Christian C. Bruner, 76th Aerial Port Sq.  
Joseph A. Keller, 910th Aircraft Maintenance Sq.  
John M. Patterson, 910th Security Forces Sq.  
Raymond W. Ratkowski, 76th Aerial Port Sq.  
Ana P. Smith, 910th Logistics Readiness Sq.  
Lisa J. Stein, 910th Operations Support Sq.  
Shawn J. Sturgeon, 910th Aircraft Maintenance Sq.  
Debrah L. White, 910th Security Forces Sq.



Caleb E. Emerick, 910th Maintenance Sq.  
Elizabeth K. Gilliam, 910th Operations Support Sq.  
Michele A. Kennedy, 910th Aircraft Maintenance Sq.  
Yolanda E. North, 76th Aerial Port Sq.  
Jonathan A. Ortiz, 910th Aircraft Maintenance Sq.  
Jenelle M. Rodriguez, 910th Maintenance Sq.  
Leigha A. Samples, 773rd Airlift Sq.  
Marvin F. Vaughn, 910th Security Forces Sq.  
Joshua D. Winder, 910th Maintenance Sq.



India-Jena S. Lyle, 910th Services Squadron

**October UTA Pay Date**  
**24 Oct 06**



Courtesy photo

**Mr. Ernest Talerico, a budget officer with the 910th Airlift Wing Financial Management office, stands on a bridge over the Tigris**

**River in more than 100 degree heat in Iraq's International Zone in May 2006. He was deployed nearly six months.**

## Civilian employee redeploys after nearly 40 years

**Capt. Brent Davis**  
Public Affairs Officer

Mr. Ernest A. Talerico knew the meaning of deployments well during his active duty Air Force experience back in the mid-1960s, but after nearly 40 years of working in Ohio, Pennsylvania and Germany, he decided it was time for a different kind of adventure.

"I've always wanted to visit the Middle East. In my younger days, I deployed all the time with the 2nd Mobile Communications Group to Turkey, Greece and Italy to name a few," said Mr. Talerico. "I see Iraq in the news pretty much every day and I wanted to know first hand what is really going on over there," he added.

Mr. Talerico, a civilian budget officer here, has been working at Youngstown Air Reserve Station since November 1993.

He searched the Web for deployment opportunities, finding one on the Army job Web site. The announcement was for a staff accountant to serve in the Middle East (specifically the International Zone in Iraq) with the Army Corps of Engineers to begin on January 8, 2006.

"Before deploying, I attended a weeklong orientation course in Virginia to be briefed on proper wear of the Desert Camouflage Uniforms, body armor, living conditions, and local customs to name a few," he said.

Mr. Talerico worked with a variety of

government personnel including active duty Airmen, Navy civilians, Army civilians, DFAS personnel, Japanese civilians and State Department personnel.

"I met an Army Reservist and a Navy DoD employee and we worked together very well. It was a really good experience even working 12 hours per day with these guys," he said.

Mr. Talerico was deployed to Iraq and away from his family for nearly six months.

"The hardest part about this deployment was being away from my family. My wife did grow a

lot from this experience," said Mr. Talerico. The best part about the deployment was coming back so energized to my family and job here," he added.

Mr. Talerico's duties included working with the procurement and contracting offices.

"We obligated funds for contracts to acquire various things such as armor for HUMVEEs, funds for building hospitals and to pay contractors," he said. "It was satisfying doing this work knowing that it was helping take care of our troops," he concluded.

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