

THE Airstream



910th Airmen honored before Cleveland Browns game

Display pride, enthusiasm in preparing for ORI

Colonel Timothy J. Thomson
Commander

As of the January 2007 UTA we are 14 UTAs away from our ORI. On or about March 27, 2008 approximately 400 reserve members from the 910th will deploy with the 934th from Minneapolis and employ the 922nd Air Expeditionary Wing at the Gulfport, Miss. Combat Readiness Training Center (CRTC.) This is all subject to change based on the needs of the Air Force but that is the plan we are preparing with now. There is no further need to address whether or not we will do an ORI in 2008. We will. So.....the preparation is in full swing. Have no doubt we will need every single civilian workday, UTA, annual tour and RPA day that we can devote.

Be aware that it takes a huge effort to get through an ORI. It takes the reserve members, civilians and contractors all working together toward the same goal with each other and the 934th at Minneapolis. I strongly believe this wing is capable of getting an Excellent or Outstanding and will if we keep ourselves mission focused with an Air Expeditionary Wing mindset.

Anticipate that we will attain a high level of cross-functional interaction at the 910th and with our sister unit, the 934th at Minneapolis. Commanders will assign roles and responsibilities that are shared by a group that comes together as a team and we will all integrate war skills into our mission to a degree that few of us have ever done before. Success will depend largely on our attitude toward the event. The Inspector General will be looking for effort and

sense of urgency, as much as proficiency. This planning and preparation period is an opportunity for everyone to step up and lead or participate in things that apply to our accomplishing our mission while in a deployed threat environment. This experience will be valuable to anyone who must undergo a real world deployment in our Air Force.

Rely on team work. It takes about three group functions for a group to become a team. 22nd Air Force's ORTP events and the RAV are going to provide those events for us. Our own functions like the LRS, CES, CEX and SFS are going to provide specialized training that will be essential in our exercises and ORI. We are in fact being set up for success and I fully expect us to take advantage of the training, but it will take dedicated participation and a sense of urgency on the part of all 910th ORI deploying and supporting personnel.

Put your best foot forward. The chain of command is being used to deliver taskings to squadron commanders. For a unit and/or function to be mission effective at a successful ORI level, the taskings, roles and responsibilities need to be sought by those in a squadron as well as delivered with emphasis and decisive direction by the commander. Raise your hand. Stand up. You are needed by your function, many cross functions, your chain of command, your squadron, your group, wing and Air Expeditionary Wing.

Be ready and confident in your abilities. When the IG hits town for the deployment phase they will examine the deployment requirements of every reserve member on this base and not leave until they have. Everyone



Col. Timothy J. Thomson

the IG encounters here and at the deployed location will be expected to have a working knowledge and understanding of the AFMAN 10-100 that few of us have now. During the ORI we are all considered "targets of opportunity" by the IG. Our preparation can only attain the necessary level of proficiency if it is done with a sense of urgency as if the exercise scenario was happening for real.

Expect change. It's an interesting time in our Air Force. The times are changing and our priorities must change to keep up. Your sacrifices, the sacrifices of your family, your hard work, and time are appreciated. You serve in the highest calling the United States of America offers.

Let's work together for success, because failure is not an option.

Operational Readiness Training Program 4, Readiness Safeguard, 14-20 May 07, Volk Field, Wis.

Winston Churchill tells of the habits of lobsters

Chaplain (Maj.) Daniel Rohan
Wing Chaplain

Andre Maurois in his book, *Why France Fell*, tells of a conversation he had once with the late Winston Churchill.

Maurois asked him why during the beginning of the Second World War, England seemed so unwilling to fight. Churchill turned to Maurois and said, "Have you observed the habits of lobsters?"

"No," said Maurois.

Churchill went on, "Well, if you have the opportunity, study them. At certain periods in its life the lobster loses its protective shell. At this moment even the bravest lobster retires into a crevice in a rock, and waits patiently until a new shell has time to grow. As soon as this new armor has grown strong, he sallies forth out of the crevice, and becomes once

more a fighter, lord of the seas."

England, said Churchill, had lost its shell and had to wait for a new one to grow.

There are times when we come to the end of our rope. We find ourselves completely helpless. Then, like the lobster, we too can retire into the crevice of our Rock who is God and there through prayer wait upon the Lord to fill our empty cup with new strength.

"They who wait upon the Lord," says the prophet Isaiah, "shall renew their strength, they shall mount up with wings like eagles, they shall run and not be weary, they shall walk and not faint" (Is 40:31).



Chaplain Dan Rohan

Contingency Skills Training prepares Airmen for deployment

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

Last summer I had the opportunity to volunteer for a deployment as part of AEF 5/6 beginning later this month. The AFRC/PA Resource Manager at the time gave me a choice to pick from a list of about a dozen deployment locations, but one stood out to me as a place where I could really test myself—as a military journalist, and as a mentor for younger Airmen. The location I chose was Balad Air Base, Iraq. I'll be deploying there from Jan. 27 to May 27 as the Superintendent of Public Affairs for the 332nd Aerospace Expeditionary Wing (AEW.)

If you follow the news from Iraq you're probably aware that a lot goes on at Balad. The base is situated in the heart of the Sunni Triangle and has the busiest runway in the Department of Defense these days with more than 27,000 air operations each month. Obviously, the Airmen who are serving their country at Balad are playing a huge role in the war on terror. We've also had a some reservists from the 910th deploy there and come back already. If you have a chance to speak with them, ask them what their experience was like.

A few weeks after my volunteer application was accepted, I received an E-mail telling me to prepare to go to Fort Dix, N.J. for two weeks of Contingency Skills Training, a.k.a. Combat Skills Training. My first reaction to that was to say "what are they sending me to that training for? I'm not a soldier!" We made a couple phone calls just to make sure I was supposed to be on the attendance list. After confirming the validity of the message, I set forth to gather all the equipment I was told to bring with me. Neat stuff like a set of Individual Body Armor (IBA). If you want a good workout, try running around with a set of IBA on for a while.

When I arrived at the Air Mobility Warfare Center at Fort Dix I discovered I was going to be attending [surviving] the course with about 110 other people from the active duty and Reserve Components of the Air Force in AFSCs like JAG officers and paralegals, chaplains and chaplains assistants, financial management people, combat camera personnel, and of course, about 25 Public Affairs officers and specialists. A great thing about the course was that it gave me a chance to meet the other four people I will be deploying to the 332 AEW/PA office with.

Our class had a very knowledgeable group of instructors on the CADRE team, each one an expert in his or her chosen career field. I have to give a big Hooah! to Air Force Staff Sgt. Dan Williamson, our CADRE team leader for my squad, Bravo-One. Sergeant Williamson is a Security Forces Airman and has been in combat in Afghanistan. He had to take the 14 of us and teach us how to be a fire team in order to stay alive in a tactical environment. Some of the officers on my squad had never even touched an M-16 before since they mainly fire the M-9 handgun.



Courtesy photo

The Bravo One squad reviews what we did well and what we could improve upon in Close Quarters Battle training.

Of course our first field training day included a driving rain storm that lasted most of the day. In the Army they say "If it ain't rainin, you ain't trainin." As luck would have it, our first tactical exercises included a segment about how to properly low-crawl while wearing all your gear and carrying your weapon. We quickly learned just how small of a target you can make your body as you crawl flatly across the ground toward cover. As we slithered through the grass and mud like snakes with the ever-encouraging Sergeant Williamson right alongside us, the somewhat unpleasant clatter of an AK-47 began to break the serenity of the rain pouring down upon us. I can confirm what Clint Eastwood said in the movie *Heartbreak Ridge* when he told his Marines that this weapon makes a distinctive sound when fired upon you. It certainly does. After some scattered machine gun fire, the bad guys, or OPFOR, as they were called, decided to throw in some grenade simulators and colored smoke canisters just for good measure.

After learning the low-crawl, we learned how to do the rush and roll and other tactical movements as we proceeded as a fire team through the various training simulations the CADRE put together. Short of actually shooting us with real bullets, the staff did a thorough job in helping us feel the stress of war. It's interesting to find out how you'll react to situations when that adrenaline monkey is on your back riding you for all you're worth.

To read my full commentary about Contingency Skills Training, visit the 910th Public Web site at www.youngstown.afrc.af.mil

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On the cover...

The Cleveland Browns invited 50 Air Force Reservists and the Honor Guard from the 910th Airlift Wing to carry the flag of the United States during the Browns "Hats Off to Our Heroes" pre-game ceremony Dec. 3. The Browns defeated the Kansas City Chiefs 31-28 in overtime that day. U.S. Air Force photo/TSgt. Rick Lisum.



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

Senior Master Sgt. Bill Rooks is greeted by his wife Korene after his last aerial spray mission May 28, 2004. Sergeant Rooks is

Senior Master Sgt. William A. Rooks Jr., well known as a pioneer of aerial spray maintenance, retired during a Dec. 2 ceremony here after an honorable 35-year career with the Air Force and Air Force Reserve.

Sergeant Rooks was born in the southwestern Ohio town of Greenfield. His dad served in the Air Force during World War 11 as a radio operator on B-17s. Desiring to follow in his dad's footsteps, he joined the Air Force right after graduating from Greenfield-McClain High School in 1965.

It was so long ago when he joined the Air Force, that the U.S. still had a permanent air base in France. His first active duty assignment after basic training and technical school was as a heavy equipment operator with the civil engineer squadron at Chaterroux Air Base, France in April 1966.

"I enjoyed that assignment because of the travel opportunities I had throughout Europe and Southeast Asia including Vietnam and Thailand," said Sergeant Rooks.

In the spring of 1967 Sergeant Rooks received his next assignment to

known as a pioneer of aerial spray maintenance, transferring to Youngstown ARS with the spray mission in 1991.

Bitburg Air Base, Germany again as a heavy equipment operator. Then in April 1970 he returned to the U.S. and civilian life working for AT&T under a veterans retraining program as an apprentice lineman.

In October 1976 Sergeant Rooks joined the Air Force Reserve as a loadmaster with the 906th Aerial Port Squadron at Rickenbacker Air National Guard Base, Ohio flying with C-123 aircraft. In June 1980, after four years as a loadmaster Sergeant Rooks made a decision that would drive the majority of his military career—to become an aerial spray operator on the C-123 aircraft being flown at Rickenbacker.

In 1985 Sergeant Rooks became an Air Reserve Technician and the aerial spray business became his full-time focus in the military.

In the spring of 1986 the 907th Tactical Airlift Group's aerial spray mission at Rickenbacker converted to the C-130A airframe because of better maintainability and the increased capabilities it could provide.

Sergeant Rooks was an important part of that conversion. In April 1987, a joint test of the effectiveness of the new C-130A interim aerial spraying system was accomplished with the U.S. Department of Agriculture at Avon Park Air Force Range Fla. In March 1988, the aerial spray

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The love lives on

Aerial spray maintenance pioneer retires from 35-year career

by Master Sgt. Bryan Ripple

mission converted to the C-130E airframe and utilized the new Modular Aerial Spray System (MASS.) This system was specifically built for C-130E and H aircraft models and is functional in a variety of configurations.

In August 1991 Sergeant Rooks relocated to Youngstown Air Reserve Station to prepare for the arrival of the aerial spray mission here in January 1992. With the move from Rickenbacker ANGB to YARS, the spray mission converted from C-130E to C-130H aircraft as part of the functional transfer. The combination of the Modular Aerial Spray Systems with the newer, more capable H-model aircraft further enhanced the capabilities of the aerial spray mission.

In March 1992 the experience Sergeant Rooks had with the aerial spray systems landed him the job of Aerial Spray Maintenance supervisor here—a job he held until November 2002 when he was detailed to the position of maintenance flight chief for the 757th Airlift Squadron in support of the heavy amount of flying hours after the Sept. 11 attacks.

“Bill was not just a supervisor, he was an outstanding mentor and leader, but most importantly a friend you could count on. Whether it was work related or something at home, you could always count on Bill to be there and guide you through. He has a passion for his work, and genuine concern and interest in his people,” said Senior Master Sgt. John T. Daniels, chief of aerial spray maintenance.

In November 2003 Sergeant Rooks was hired into the position permanently and activated in December 2003 until November 2005 for Operation Iraqi Freedom. During this time he deployed to Afghanistan and Qatar for four months at a time.

“The way we meshed into the operation was a credit to the Reserve forces,” he said. “Our aircraft were in better shape most of the time with a lower number of tactical flying hours on them and many times our crew chiefs would be older, more experienced Airmen than their active duty counterparts. We picked up a lot of missions and were very successful at what we were doing,” he said.

Looking back over the years and thinking about his life, the humble Sergeant Rooks had a very calm, fulfilled look in his eyes when he talked about what he says has been his salvation in life.

“I met Korene here in 1992,” he said with a smile. “She was the maintenance career advisor at the time.” The two eventually got married in 1995 and both enjoy their lives together pursuing God. *January 2007*



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

SMSgt. Rooks receives the coveted silver screwdriver award from crew chief Sam Phillippi during Sergeant Rooks' Dec. 2 retirement ceremony in Hangar 302.

Sergeant Rooks enjoys doing missionary work with an organization called Buckner International which supports orphans around the world. As a matter of fact, he just completed a mission called “Shoes for Orphaned Souls” in November to the country of Latvia near the Baltic Sea. He was part of a group of 22 people who traveled there to deliver 8,000 pairs of shoes to children in orphanages.

Now that he's retired, Sergeant Rooks plans to continue his missionary work as well as use his Bachelor's degree in Human Resource Management to do freelance recruiting for corporations looking to fill specific positions with their companies, and of course, spend more time



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

Sergeant Rooks was instrumental in the design and maintenance of aerial spray application systems such as the Ultra Low Volume spray nozzles.

with the love of his life, his wife Korene.

“I can't say enough about the acceptance I've had here. Everyone at Youngstown has provided great help and guidance for my family and I. It's been my extreme pleasure to work with everyone here. May God bless you all,” he said.

For more on this story, visit the 910th public Web site at www.youngstown.afrc.af.mil



910th People

U.S. Air Force photo/Senior Airman Ann W. Jefferson

Staff Sgt. David M. Shufesky and Staff Sgt. Tom A. Skillman, (kneeling) members of Security Forces Squadron Combat Arms, check Sgt. Skillman's target during the unit's in-house qualifying.



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

Master Sgt. Kenneth E. Calhoun, crew chief for C-130 aircraft 92-3021, receives special recognition from Tech. Sgt. Leslie Parkey, representing the 910th Airlift Wing Honor Guard, during Sergeant Calhoun's retirement ceremony here Dec. 2, 2006. Sergeant Calhoun was one of the founding members of the 910th Honor Guard in the 1980's.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Master Sgt. Drew Harris, 757th AS loadmaster, 1Lt. Travis Adams, 757th AS pilot, and 1st Lt. Anthony Santucci, 757th AS pilot, perform an equipment check of their MOPP gear during the December UTA.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

At left: This was a scene at the Medical Squadron building during the UTA. We know the lines can be long, but ...

At right: Senior Airmen Jerry R. Hubbard and Richard D. Miazga, and Staff Sgts. Mark A. Carter and Trelayne J. Edwards, 76th Aerial Porters, skip lunch Sunday to workout at the Fitness Center. They're "getting fit to fight" for an eight-month deployment in May 2007.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Wing Safety Airman experiences his most memorable Thanksgiving

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

For most people, Thanksgiving is a day to give thanks for their families, good health, friends, jobs, and countless other things with meaning to them. Many gather around their dining room tables at home for a big feast with all the family's favorite holiday trimmings.

A lot of people spent the entire holiday season deployed a long way from home away from their own families, but in the presence of their deployed military families.

Tech. Sgt. Chad Brown, a safety technician with the 910th Airlift Wing spent the Thanksgiving holiday deployed to Abdullah Al Mubarak Air Base at the Kuwait City International Airport in Kuwait as the Chief of Safety for the 5th Expeditionary Air Mobility Squadron.

The 35-year-old Sergeant Brown is deployed there until March. While deployed he is responsible for the Safety of everyone that comes in contact with the base, and like most people, has a lot of things to be thankful for.

"I have a great family, wonderful friends, a great job, an awesome group of people to work with and great health, but this 2006 Thanksgiving is one where I've never felt more thankful, more proud or sadder than any other Thanksgiving in my life," said Sergeant Brown. "The reason being was that we received the remains of seven fallen soldiers that day," he said with solemn reflection.

On Thanksgiving Day Sergeant Brown was in a 2 p.m. formation just two feet away from the U.S. flag-draped coffins as they arrived from Iraq. According to Sergeant Brown, all U.S. servicemen killed in Iraq come through Kuwait City International Airport during the trip back to the United States.

Sergeant Brown said most of the fallen servicemen still have their flak vests on when his unit receives them. Brought there normally by C-130 airlift, Sergeant Brown's unit has a ceremony where they stand near the ramp while the caskets draped in U.S. flags are brought off the aircraft.

"We call these events fallen angel ceremonies," he said. "Most guys only do one because they have a hard time dealing with it. Seeing sons and daughters and moms and dads being brought off the aircraft is difficult. I honestly have to fight off the emotion which is strong during these ceremonies. I don't even know the guys they bring off and couldn't tell

"We call these events fallen angel ceremonies. Most guys only do one because they have a hard time dealing with it. Seeing sons and daughters and moms and dads being brought off the aircraft is difficult."

--Tech. Sgt. Chad Brown

Chief of Safety, 5th Expeditionary Air Mobility Squadron

you anything about them but I can tell you this—I do feel a special bond with them that can't be written in ink. It's tough," he said.

Sergeant Brown's office is next door to the building where the fallen servicemen are brought after leaving the aircraft. A group of Army soldiers
January 2007



Courtesy photo

Sergeant Brown with some of the firefighters from the Kuwait City International Airport. The fire department there has 25 people per shift, working 24 hours on, and 48 off.

from Mortuary Affairs identifies and processes the servicemen and their personal effects.

"When I see a box or a pallet with "Personal Effects of [Last Name]," I'll look at the Stars and Stripes newspaper the following week and see what U.S. deaths in Iraq we had. I normally recognize some of the names because the boxes have been there for a few days. Then I put two and two together. It hits me again that someone back home lost a loved one...I can't help but think about their families," Sergeant Brown said.

Although Sergeant Brown's unit is not hit with Improvised Explosive Devices (IEDs) or shot at every day, they still feel the events of the war just to the north of their base.

"We recently had a call come in and we [5 EAMS] worked together as a team to get the Host National Kuwait Ambulances on the base to get the Kuwait Hospital Surgeons in place," said Sergeant Brown.

"A man had been shot and a bullet was 5 millimeters from the man's aorta and he was doing worse in the helicopter, so they had to land and he needed surgery quickly. A bullet had ricocheted and lodged near his heart. He had also been shot in the arm and had major lacerations on his face but the bullet near his heart was causing serious problems," he said.

"It's hard for me to describe what happened, but I was there to help pull him from the helicopter with two British soldiers and place him into the ambulance. I went to the hospital with him and he was in pretty bad shape. I heard later that day he was stable but have no idea what the final outcome was. This individual worked for a British security company and they were at the Kuwait/Iraq border when a check point they arrived at just didn't seem right. Well they fled and individuals dressed as Iraqi police started shooting. Their two vehicles were disabled. The injured person we received had stated that his co-worker was killed and that the other two were missing in action. He was lucky to be alive."

"I know the medical folks from the 910th Medical Squadron have some unbelievable stories from their deployment too, but for this kid - me, who normally goes to work and comes home to have fun with his wife and kids... that was quite a day for me here in Kuwait," he said.

After events like this, Thanksgiving Day—or any day, are likely to take on more meaning to those who experience them. For Sergeant Brown, the day he comes home to his family and friends will be a very good day indeed.

After 28 years of service with three branches of the military, the...



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

Master Sgt. Kenneth E. Calhoun has spent a large portion of the last 13 years of his military career maintaining aircraft 92-3021 as its primary crew chief. He retires with more than 28 years of total military service after serving three different branches of the military.

Crew chief of aircraft 92-3021, the Un-Touch-A-Bull, retires

Master Sgt. Bryan Ripple
NCOIC, Public Affairs

Master Sgt. Kenneth E. Calhoun, crew chief for aircraft 92-3021, a C-130 known as “Un-Touch-A-Bull,” has worn three different uniforms during his 28-year military career.

The one he wore during his Dec. 2 retirement ceremony here was Air Force blue with a chest full of military decorations honoring his various military accomplishments over the years.

Sergeant Calhoun was born in the small town of Tarentum, Pa. in January 1947. His father was a truck driver and coal miner. As Sergeant Calhoun grew up he knew he wanted to be in the military and decided to join the Marine Corps in October 1965 after graduating from high school. Upon graduating from boot camp in February 1966, he was off to Monterey, Calif. to attend a foreign language skill course to learn Vietnamese. After a few months of training, and with a basic knowledge of the language, he was ready for action. He received an assignment to Vietnam in March 1967 for a 22-month tour of duty with the Marine Wing Support Group 17, at Da Nang Air Base, working with the Civil Action/Industrial Relations unit. His unit helped the local Vietnamese people learn different methods of farming and ways to rebuild their communities for better lives.

With his assignment in the dangerous country of Vietnam complete, he returned to the U.S. as an active duty Inspector/Instructor at the Marine Corps Reserve unit at Naval Air Station Willow Grove, Pa. in December 1968. In February 1970 he was honorably discharged from the Marine Corps and decided to spend some time in the civilian world.

In 1984 Sergeant Calhoun donned the U.S. Army uniform when he joined the Army Reserve unit in Farrell, Pa. as a fuel truck driver. This only lasted for a short period of time as he decided to wear the Air Force blue in June 1985 when he joined the 910th as a traditional reservist in the ISO dock here. He became an Air Reserve Technician in August 1987 working with the C-130B model aircraft and moved to the flightline section with the arrival of the C-130H models.

In 1993 Sergeant Calhoun was named the primary crew chief for aircraft 92-3021. The aircraft got its nickname, the “Un-Touch-A-Bull” January 9, 1997 when it was blessed by a high official of the Sioux Indian Nation in a

ritual ceremony at Nashville, Tenn. After the ceremony, the aircraft departed on a mission to deliver 30,200 pounds of donated food to feed the Sioux Indians in South Dakota. The Indian official left charms on board the aircraft to signify good luck whenever the aircraft flies.

Sergeant Calhoun was also one of the first members of the 910th Honor Guard paying respect to veterans at funerals and representing the unit at many community relations functions. He is one of many veterans on the Youngstown flightline who keep the fleet of C-130s of the 910th in the best flying condition of any in AFRC. Master Sgt. Michael J. Klodt is a co-worker and close personal friend of Sergeant Calhoun.

“Ken was my first assistant crew chief and my wife Karen and I have known him the better part of 20 years,” said Sergeant Klodt. “She refers to Ken as a ‘man’s man’—a veteran with valor in all that he is and all that he does. Ken is a voraciously honest and outspoken man. If he wanted to tell you something that was on his mind, he would. It might not have made you happy, but later he’d shake your hand and tell you that he needed to let you know how he felt—to explain his thinking.”

Many people know that a crew chief spends a great deal of time on the job—both at home station and deployed to various locations throughout the world.

“It’s tough for me to retire,” he said. “I’ve spent more time with these guys here and all over the world than I have with my own family. It’s going to take some adjusting to get used to not being here,” he reflected.

However, Sergeant Calhoun knows everyone has their time to support the mission.

“There are a lot of good quality people that join the unit because they love their country. They have dedication you don’t see outside of the military a lot of times. Ten years from now I’d like to come back and see them where I’m at,” he said.

For now, Ken has plans to spend more time with his wife Donna and help his son Trevor build a house. He and Donna also have a place in Canada where they can relax and go fishing too.

Since Ken has been a member of the 910th family for so long, he knows he’ll certainly be welcome back anytime he wants, even if it’s just to have a seat in the “Un-Touch-A-Bull.”

For more information and photos on this story, visit the 910th public Web site at www.youngstown.afrc.af.mil



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Esprit De Corps Champions...Again!

The 910th Maintenance Group Esprit De Corps Intramural Sports teams received the coveted championship trophy during the December Wing Commander's Call for the 2006 Esprit De Corps season after obtaining the most points in the standings. Here, Col. Anna M. Schulte, commander of the 910th Maintenance Group and several other members of the

Maintenance sports teams display the trophy. According to Capt. Tom Latsko, newly appointed at the commander of the 910th Services Squadron, he intends to make it a top priority for his squadron to win the trophy back in their display case in the 2007 competition. Time will tell if the Services athletes have what it takes to de-throne the current champions.

CAP, Air Force JROTC accepts donated uniform items from reservists

If you're wondering what to do with your uniform items that you don't wear anymore, consider donating them to the base Civil Air Patrol Squadron or the local Air Force JROTC units.

To donate your uniform items to the Civil Air Patrol unit on base, contact Ted Pifer at 330-609-1203 or to donate to the AFJROTC, contact Maj. Stephanie Welhouse at 330-609-1243.

The uniform items are greatly appreciated and will benefit the training and mentorship of youth in the local area, many of whom will go on to join the military when they're old enough.

The base Civil Air Patrol Squadron meets at 7 p.m. Monday evenings in the dining hall. Contact Mr. Pifer for more information.



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

All personnel are reminded that the easiest way to determine the status of base operations during inclement weather or any other emergency situation is to call the Base Status line at 330-609-1800 or visit the wing's public Web site at www.youngstown.afrc.af.mil

Good Times at the Wing Commander's Call/Holiday Party



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Mr. Jason Cohol, manager of the Eagle's Nest Club on base, prepares the holiday snack tables for reservists attending the wing holiday party.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Lt. Col. Patricia A. Brunner, chief nurse of the 910th Medical Squadron, receives the Air Force Meritorious Service Medal from Col. Thomson for her service while deployed to the Air Force Theatre Hospital at Balad Air Base, Iraq in 2006.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Col. Tim Thomson, commander of the 910th Airlift Wing, presents CCAF degrees to graduating reservists.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

910th CES volunteers have been dressing up in costume for years for the annual holiday toy drive collection at the main gate. Pictured here at the holiday party are Master Sgt. Karen E. Satterfield as Mrs. Claus, Master Sgt. Betty Castillo as Rudolph the Red-Nosed Reindeer, Staff Sgt. Richard C. Shirey as Frosty the Snowman, and Tech. Sgt. Thomas L. Nevin as Santa Claus.



U.S. Air Force photo/Senior Airman Ann W. Jefferson

Reservists from all across the wing enjoyed holiday party snacks provided by the Eagle's Nest Club on base.



U.S. Air Force photo/Tech. Sgt. Rick Lisum

The Cleveland Browns invited 50 Air Force Reservists and the Honor Guard from the 910th Airlift Wing to display the U.S. and Air Force Flags during the pre-game ceremonies at Cleveland Browns Stadium Dec. 3 as fans begin to fill their

seats. The ceremony was part of the Browns' Hats Off to Our Heroes program that honors members of the military and first responders. The Browns won the game in sudden-death overtime beating the Kansas City Chiefs by a field goal 31-28.

NEWCOMERS

Maj. Richard A. Williams, 910th Medical Sq.
 Tech. Sgt. Brenton E. Black, 910th Security Forces Sq.
 Tech. Sgt. David H. Helsius, 910th Maintenance Sq.
 Staff Sgt. Donald W. Bossard, 910th Maintenance Sq.
 Staff Sgt. Charles J. Edmonds, 910th Civil Engineer Sq.
 Staff Sgt. Kimberly S. Hitchcock, 910th Security Forces Sq.
 Staff Sgt. Scott J. Peltier, 910th Medical Sq.
 Senior Airman William D. Clapp, 910th Medical Sq.
 Airman 1st Class Andrew C. Anderson, 910th Medical Sq.
 Airman 1st Class Nadia D. Costick, 76th Aerial Port Sq.
 Airman 1st Class Erin M. Gillette, 76th Aerial Port Sq.
 Airman 1st Class Kristian M. Magro, 910th Logistics Readiness Sq.
 Airman 1st Class Chelsea A. Plauger, 757th Airlift Sq.
 Airman 1st Class Maria E. Reckzin, 76th Aerial Port Sq.
 Airman 1st Class Rebecca L. Ross, 910th Maintenance Operations Flt.
 Airman 1st Class Gina M. Shaw, 910th Medical Sq.
 Airman 1st Class Tarryn D. Williams, 910th Maintenance Sq.
 Airman Derek J. Bedard, 76th Aerial Port Sq.
 Airman Christina L. Bobak, 910th Medical Sq.
 Airman Countessa MA Michaels, 910th Airlift Wing
 Airman Noel N. Morris II, 910th Medical Sq.
 Airman Michael P. O'Neal, 76th Aerial Port Sq.
 Airman Reid A. Rouser, 910th Logistics Readiness Sq.

January 2007

2006 "Of the Quarter" award winners 4th Quarter

Airman of the Quarter
Senior Airman Denver J. Craddock
 910th Maintenance Squadron

Senior NCO of the Quarter
Master Sgt. Michael G. Gomez
 910th Maintenance Squadron

NCO of the Quarter
Tech. Sgt. Thomas G. Seger
 910th Maintenance Squadron

Company Grade Officer of the Quarter
No Nominees



30 training days until wing's toughest inspection

Senior Master Sgt. Paul A. Chizek
910th Readiness Flight Superintendent

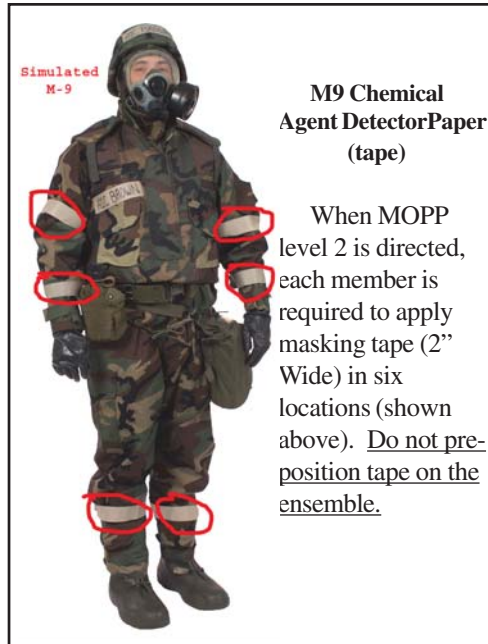
M-8 paper and M-9 tape are important tools to capture life threatening liquid chemical agents. The flip side to this is that M-8 paper and M-9 tape can also be affected by other chemical products that can create false positives. M-8 paper and M-9 tape are effective in a passive and active application. We use the acronym (LDP) Liquid Detection Point for passive applications. Not all chemical agents will be present in a liquid form when personnel have been released to search for it, so the passive use or LDPs prepositioned M-8 and M-9 are very important. Prepositioning LDPs M-8 and M-9 prior to an attack, creates a detection array throughout the base.

During an attack and after detonation of the chemical weapon, and during the deposition phase, the chemical agent droplets fall. Properly placed LDPs will capture the chemical agent and also change color to help identify its type. Keep in mind that during this deposition phase, the majority of the base populace will be in MOPP 4 for approximately one hour while the agent settles. Once the type is identified, the emergency management personnel can determine the length the base will be in MOPP 4. Inputs from the Emergency Management Recce Routes and also the teams that check around their facilities are used as determinates. The emergency management personnel are able to create a "footprint" by connecting the dots where the agent has landed.

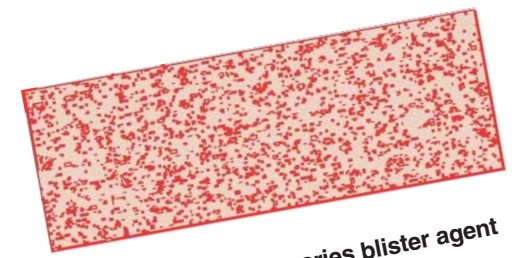
When all teams have reported in with the affects of their LDPs, whether or not it's affected, that footprint is the major determining factor to which part of the base or sector will be able to return to MOPP 2 or stay in MOPP 4. After an attack or when the weather affects the LDPs, they are to be changed with new ones and the old ones considered contaminated waste and disposed of as such.

It's important to prepare your body and mind now for lengthy periods of time in MOPP four. Remember the deposition phase itself can be about one hour which means being fully protected in MOPP four. Being unprepared can negatively affect your attitude, mentality and overall physical condition. This preparation must be taken seriously. If the mind fails, the body fails, participation fails, and essentially the mission fails.

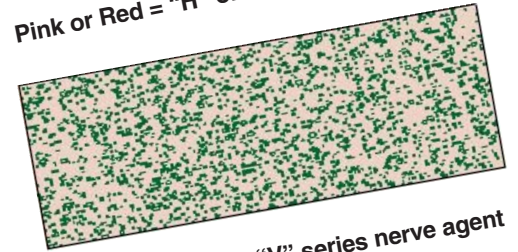
Teamwork, cooperation and attitude will be the ultimate factors as to how long we will have to be in MOPP 4. We have approximately 14 months to prepare, start now, build up your tolerance by wearing the suit and mask during the UTA's.



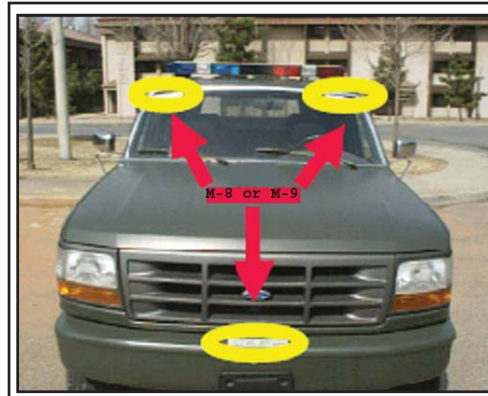
M-8 Chemical Detection Paper



Pink or Red = "H" or "L" series blister agent



Blue or Dark Green = "V" series nerve agent



Vehicles and Equipment: Place M-9 paper (tape) or M-8 paper on vehicle bumper, roof or windshield to maximize likelihood of detecting liquid chemical agents.

Use magnets to secure detection paper. Write the date and time on the paper. For equipment items use the same guidance as for vehicles.

Smaller equipment items may only require two pieces of M-8 or M-9 paper placed sufficiently to detect contamination.

Refer to Airman's Manual (AFMAN 10-100) for complete information on the Ability to Survive and Operate (ATSO) techniques.

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