

THE Airstream



New 910th commander shares vision,
direction, focus for Wing

New commander is ready to roll

Col. Karl McGregor
Commander

I look forward to serving as your new wing commander. It is a privilege to be selected and I hope to honor the legacy of the commanders who have preceded me. I believe that the support of my family, the Youngstown community, my staff, and especially the Youngstown reserve-civil service-contractor trilogy will make my tenure not only successful, but enjoyable as well.

As I contemplated the message I wanted to send for my first editorial I realized that the words I put to paper would never be able to convey all the events, random and planned, that brought me and my family to Youngstown, however here's a short history:

In 1976, at 17 years old, when I enlisted in the Air Force, disco was the rage and short hair was not. The military was at one of the lowest points in its history for morale and public support, yet as the child of a military father I still felt the pull to enlist and was more than happy when I wound up in a tactical helicopter unit at Shaw AFB, S.C. My supervisors of the time were recent graduates of Vietnam and my peers became lifelong friends. That experience set me on the road to a military career and gave me the drive and focus to become an Air Force officer and pilot.

My job as your wing commander is to safely prosecute the wing's mission, while at the same time meeting the needs of our members and their families. The wing's mission is clear, to provide aircraft and trained, motivated personnel to the fight. The key issues for members are a bit fuzzier and slightly different across the command, so I asked Public Affairs to collect a list of questions from Wing members.

1. What are the key issues that will have your immediate attention as a new wing commander?

Initially I will review the unit's health in terms of mission, recruiting, retention, facilities, and finances. I intend to spend my first few months listening and learning from all levels (employees, supervisors, and senior staff). I'll set expectations for areas that need improvement and hold my team accountable for results. At the same time I'll reach outward to the local community to retain the excellent relationships that currently exist.

2. What are the three-month, six-month, and 12-month top priorities for the wing other than the traditional Reserve mission of



Col. Karl McGregor, 910th Airlift Wing Commander

training and deploying Airmen in support of our country?

I expect the focus on ORI preparation to intensify as we get ever closer to the inspection. However, the top priorities for the Wing will remain preparing our members and equipment to meet our taskings.

3. Do you plan on periodically driving around the base "just to be seen"? And do you plan on driving around the flightline just to see "what's going on?"

I realize you can't talk to everyone, but it's nice to know the wing commander is out and about. I'm old school; I'm used to seeing the commander on the flightline.

Yes, I will drive around the base, but I'm not much on windshield tours. I will visit work centers and walk the flightline regularly. You can't really know the issues in your wing if you allow too many people to filter the information. For major issues I would really like members to use the chain of command so

that their supervisors and commanders have an opportunity to affect change, however if you can't get results then I expect to see you in my office.

4. What do you believe to be the most important thing for young troops to do, and learn from supervisors and commanders to get a great start at their military careers?

Find a mentor that you respect. It doesn't have to be a supervisor or commander, and learn from their actions. Make an appointment and discuss your career goals with that mentor. Set realistic milestones for your career. Make sure you include PME in those milestones. Never let anyone tell you it can't be done (except me).

5. Will you establish a Wing Policy regarding Fit to Fight requirements—for example, members unable to pass not being eligible for promotion/reenlistment/

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TDY's, etc and set standards of action (LOC's, LOR's) for members with multiple Poor or LORs) for members with multiple Poor or Marginal fitness tests?

There are recent changes from AFRC that will take effect shortly. Fitness will be tied to performance reports and there will be a single category for members that can not pass. Those members will receive a referral performance report per AFI. I will provide maximum support to members who are struggling, but trying to improve their health; however we will administer the fitness program per AFI. I understand this program has been a shock to many members who remember the "old days." The program is designed to drive members to healthier lifestyles and I have seen it succeed.

6. What leadership traits are you bringing to the 910th and what is your vision for the wing?

In the 31 years since my enlistment I hope that I've developed a leadership style that emulates the great supervisors and commanders that I respected, but with my own sense of mission and sense of fun. I find there's nothing that motivates better than clear goals and the enjoyment of doing a great job for the team. When I worked for Brig. Gen. "Toad" Turner at AFRC he once told me that retention happens when the Airmen are having fun at work. To me that means clearing the path as much as possible to give AFSC training priority over "other" events. After all, learning the job and doing the job is why most of us signed up.

Other random thought...

You can expect me to visit the work centers as often as possible, though I do not mind sitting at my desk and pushing the requisite paperwork, I prefer to walk and talk in order to know what's happening in the wing. I know that the focus for the near future is ORI preparation and execution. I will deploy with the wing as second shift commander in the ICC and you can expect me to be fully engaged immediately after arrival at Youngstown. Col. Thomson and Col. Tarchick have given me full access to their preparations and 22nd AF allowed me to accompany the two wings to Readiness Safeguard this past spring. I was thoroughly impressed with the attitude and abilities of the deployed members of both wings. I spoke at length with the inspectors and noted that their impressions were almost all favorable. As with every practice there were areas that needed improvement and we will work on those areas during the months leading to the ORI. During my last ORI with Westover in August 2006, the AMC IG told me that the secret to a successful ORI is attitude. I already know that the wing is combat ready. I deployed to Ali Al Salem with a contingent of Youngstown maintainers and flyers and saw first hand the professionalism, but the ORI is a necessary part of the AMC construct. We will treat it as a game and by that I mean we will know the rules of engagement and play to win. I believe that the

Meet Colonel Karl McGregor

Most previous assignment:

Commander of the 439th Operations Group at Westover Air Reserve Base, Mass. As the ops group commander, he was responsible for aircrew training, standardization, and operational command and control of 16 C-5A/B Galaxy aircraft, an Operational Support Squadron, an operational Aeromedical Evacuation Squadron, and an Airlift Control Flight. He was assigned to this position in October 2003.

Background:

The colonel was born in Germany, grew up in Savannah, Ga., and graduated from A.E. Beach High School in 1976.

He enlisted the United States Air Force in 1976 as a helicopter mechanic and earned his commission in 1986 from Officer Training School. He is a command pilot, having flown more than 11,200 hours in a variety of aircraft.

Flight Information:

Rating: Command Pilot

Flight hours: 11,200+

Aircraft flown: CH-3, HH-3, T-37, T-38, C-141A/B, C-130B/H, C-17, C-5A/B

Effective Dates of Promotion:

Second Lieutenant – Aug. 21, 1985

First Lieutenant – Sept. 14, 1987

Captain – Aug. 9, 1990

Major – Aug. 12, 1997

Lieutenant Colonel – Sept. 13, 2001

Colonel – March 2, 2005

For a complete biography on Col. McGregor, visit the 910th AW public Web site at www.youngstown.afrc.af.mil

Youngstown-Minneapolis team has a great opportunity to exceed a "satisfactory" given the resident talent pool. That will be our goal.

Finally, I consider it my job to care for the wing's personnel. That means that the commanders that work for me are graded on their programs that ensure promotions, decorations, and recognition is given to deserving members. I will hold all wing members accountable for their actions, but my commanders and supervisors hold a special trust that cannot countenance even a hint of misconduct. I will provide top cover to the best of my ability for decisions that may turn out wrong if they were made for the good of the Airman, but I intend maximum consequences for decisions made for personal gain.

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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
www.youngstown.afrc.af.mil
pa@youngstown.af.mil

910th Airlift Wing Commander

Col. Karl McGregor

Public Affairs Officer

Capt. Brent J. Davis

NCOIC

Master Sgt. Bryan S. Ripple

Public Affairs Staff

Tech Sgt. Bob Barko Jr.

Senior Airman Ann Wilkins Jefferson

PA Assistant

Mr. Eric M. White

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On the cover...

Col. Karl McGregor assumed command of the 910th Airlift Wing July 15 from Col. Timothy J. Thomson during a Change of Command ceremony here. Col. McGregor was most recently commander of the 439th Operations Group, Westover Air Reserve Base, Mass. (U.S. Air Force photo/Tech. Sgt. Bob Barko Jr.)

Farewell and goodbye, my aluminum mistress

Tech. Sgt. Bob Barko Jr.
910th AW Public Affairs

Master Sgt. Michael J. Klodt has been carrying on a love affair with the same “lady” for about 16 years. His wife, Karen has known about this “mistress” for all of the time and has been understanding and even very supportive of the situation.

Perhaps it helps Mrs. Klodt to know that Master Sgt. Klodt’s relationship with this “lady” arises from a strong sense of duty. Perhaps the fact that this “mistress” has a metal skin, is over 38 feet tall and weighs about 155,000 pounds helps her feel comfortable about the situation as well. Yet, in the end, it is probably that Mrs. Klodt is a military spouse and Master Sgt. Klodt’s “mistress” is the C-130H aircraft, tail number 9107, that he has been the crew chief of since May 1991 that keeps the balance in this unique love triangle. However, this affair recently ended as Master Sgt. Klodt retired from the Air Force Reserve and has returned home to his wife, Karen for good.

Master Sgt. Klodt’s love for his C-130 has spanned more than 36 years of service. It started when he enlisted for active duty in 1967. After leaving active duty in 1971, he became a Traditional Reservist until 1975. Following a three year break in service, he returned to the Reserves in 1979 and became an Active Reserve Technician in 1981. He has been the dedicated crew chief on only two C-130’s during his career.

The first was a 1957 model year C-130B, tail number 0527. Master Sgt. Klodt said it was the third C-130B to roll off of the assembly line. He said the plane had also been modified during its lifespan to recover space capsules while being based out of Hawaii. This plane gained its moniker due to one of the crew chief’s civilian activities.

“In the 80’s, I had a herd of 17 goats at home. I had a goat who we named “Michael,” he said. “It was Michael the billy goat.”

Master Sgt. Klodt’s Air Force Reserve flight crew picked up on the crew chief’s unusual pastime and promptly nicknamed 0527, “The Goat.” Not that he minded, his daughter even designed an image for the plane to represent the new name.

“It’s great nose art, a good drawing, it’s clean, not sexist and,” he adds with a laugh, “the goat is fully clothed and has a hat too.”

Even after Aircraft 0527 was retired, the “The Goat” lived on. Well, at least its

“offspring” did.

On May 2, 1991, Master Sgt. Klodt traveled to the factory with the flight crew to pick up a brand-new 1990 model year C-130H. The plane had been assigned to the Youngstown Air Reserve Station on April 28, 1991 with the tail number of 9107. The aircraft had only 10.2 flying hours logged and it would soon be christened, “Baaad to the Bone,” in honor of Aircraft 0527. He stands near the crew door of the C-130H, tail number 9107, as it sits in Hangar 305. He waves a hand towards the dark gray fuselage.

“It smelled like a new car,” said Master Sgt. Klodt.

Within a few months, the factory-new C-130 would undergo modifications to become the first of only four fixed-wing aerial spray aircraft in the Department of Defense. In the aftermath of Hurricane Katrina, 9107 would cover more than 1.3 million acres of affected area with insecticides to control mosquitoes and other pests for relief from the largest natural disaster in U.S. history.

The Katrina mission was one of many examples of the results of Master Sgt. Klodt’s dedication as a crew chief to his “lady,” 9107 and those who fly aboard her.

“Every time we preflight this plane – in the end, (at least) five lives depend on everything we do, every time this plane leaves the ground,” he said.

“Every time we preflight this plane – in the end, (at least) five lives depend on everything we do, every time this plane leaves the ground.”

**Master Sgt. Michael J. Klodt
Crew Chief, Aircraft 9107**

Master Sgt. Klodt is not only dedicated to his job as crew chief and his “mistress” but he truly loves what he does and it shows.

“I cannot describe the feeling of flying



U.S. Air Force photo/Tech. Sgt. Bob Barko Jr.

Master Sgt. Michael J. Klodt, crew chief of the 910th Airlift Wing’s aircraft 9107, reviews a maintenance log book with his assistant crew chief, Tech. Sgt. Less Parkey. Master Sgt. Klodt has been the crew chief on ‘107 since it arrived here from the factory in 1991. His review of the log with Tech Sgt. Parkey was one of his last official duties as crew chief prior to his retirement July 5 after 36 years of service to the Air Force.

somewhere on your own airplane – your own machine,” he said with a huge grin.

Those who work with Master Sgt. Klodt can’t help but notice his dedication and love for his job. But it is especially noticeable to his assistant crew chief, Tech. Sgt. Less Parkey.

Tech. Sgt. Parkey has been Master Sgt. Klodt’s right hand man since 1995. He said he, like many others, has learned many things from his crew chief about the job and perhaps life in general.

“(He taught me) you have to like what you see in the mirror every morning, I’m talking about who you are and what you see inside,” said Tech. Sgt. Parkey.

Perhaps it is the basis of these words of wisdom that allowed the crew chief to excel at his job for so many years or maybe it was Master Sgt. Klodt’s philosophy for starting off each day on the right foot in regards to his co-workers.

*For the continuation of this story,
please visit the 910th AW public Web site at
www.youngstown.afrc.af.mil*

August 2007

Youngstown Airmen welcome incoming wing commander

Senior Airman Ann Wilkins Jefferson
910th AW Public Affairs

A former operations group commander from an Air Force Reserve base in Massachusetts took command of the 910th Airlift Wing during a change of command ceremony here July 15.

Col. Karl McGregor succeeded Col. Timothy J. Thomson, who retired after 34 years of service to the Air Force and headed to Columbus Air Force Base, Miss., as a civilian instructor pilot for Lear Siegler Inc.

Col. McGregor is a command pilot, having flown more than 11,200 hours in a variety of aircraft. He was the 439th Operations Group Commander at Westover Air Reserve Base, Mass., from 2003-2007, where he was responsible for 16 C-5A/B Galaxy aircraft. Prior to that he was operations officer at the 756th Airlift Squadron at Andrews AFB, Md., from 1999-2002; chief of Strategic Airlift Operations, AFRC headquarters, Robins AFB, Ga., from 1997-1999; and a C-5 examiner pilot, Kelly AFB, Texas, from 1986 through 1997, during which time he was activated for Desert Shield/Desert Storm.

Before receiving his commission as an Air Force officer, Col. McGregor enlisted in the Air Force in 1976. He was assigned as a mechanic followed by a flight engineer for CH-3 and HH-3 helicopters from 1976-1980 at Shaw AFB, S.C. From 1980 through 1985, he was a flight engineer first for the C-141A/B at Charleston AFB, S.C., and then for both the C-130B and C-5A at Kelly AFB, Texas.

In 1984, Col. McGregor obtained a bachelor's degree from the University of Texas. At Officer Training School, Lackland AFB, Texas, in 1985, he was First Honor Graduate. Then in 1986 he was a distinguished graduate from Undergraduate Pilot Training at Laughlin AFB, Texas. Col. McGregor earned two master's degrees, one from Webster University in 1990 and one from the Naval War College in 2003. He also attended Senior Service School, Naval War College, Newport, R.I., from 2002-2003.

Throughout his 31 years in the Air Force thus far, Col. McGregor has received numerous military awards and decorations including the following medals: Bronze Star, Meritorious Service, Air, Aerial Achievement, Air Force Commendation, Air Force Achievement, Air Force Outstanding Unit, Combat Readiness, Air Force Good Conduct, National Defense Service, Armed Forces Expeditionary, Southwest Asia Service, Humanitarian Service, and Kuwait Liberation (Saudi Arabia and Kuwait). He's also earned ribbons for Air Force Longevity Service Award, Small Arms Expert Marksmanship and Air Force Training.

“Actions speak louder than words...Plan deeply before you execute.”

**Col. Karl McGregor
910th Airlift Wing Commander**

Col. McGregor was born in Germany and grew up in Savannah, Ga. During the change of command ceremony, Maj. Gen. Martin M. Mazick, commander of 22nd Air Force, Dobbins Air Reserve Base, Ga., gave a speech recognizing both Col. Thomson and Col. McGregor. He said that taking command of a wing was a great honor but also a great

August 2007



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

Col. Karl McGregor accepts the 910th Airlift Wing's guidon, a flag bearing a military unit's crest, from Maj. Gen. Martin M. Mazick, commander of 22nd Air Force, as Col. Tim Thomson, former commander of the 910th, looks on during a change of command ceremony held in Hangar 295 here July 15. Col. McGregor succeeded Col. Thomson who retired after 34 years of service to the Air Force. Col. McGregor takes command of the 910th at Youngstown Air Reserve Station after his most recent assignment as the operations group commander of the 439th Airlift Wing, Westover Air Reserve Base, Mass.

responsibility, telling Col. McGregor, “I expect leadership. I expect mentorship. I expect honesty.”

When Col. McGregor addressed the crowd, he told the Airmen present, “Actions speak louder than words. I want you to watch me the next year. I will hold myself accountable. I expect my commanders to be held accountable.”

The new wing commander also made special mention of the 910th's upcoming Operational Readiness Inspection in 2008, noting that he just went through an ORI at Westover. His advice for the ORI: “Plan deeply before you execute.”

Following the change of command ceremony, Col. McGregor, his wife Jill, and their two sons greeted members of the wing and honored guests at a reception at the Eagle's Nest Club on base.

Air Force streamlines officer, enlisted evaluation forms

WASHINGTON (AFP) — Air Force officials are introducing new officer and enlisted evaluation forms as it transforms its personnel processes.

The major part of this effort has been directed at reducing the workload associated with preparing officer and enlisted performance reports while ensuring the evaluation process remains fair and provides for accurate portrayal of performance.

The change also includes the much anticipated addition of physical fitness documentation to both evaluation and feedback forms.

Although the Air Force used a competency based performance evaluation and feedback process, the changes to the evaluation forms make them a more user-friendly, value-added product that accurately reflects an Airman's performance.

"Daily support to combatant commanders worldwide and the constant requirement to provide training and support to Airmen and their fami-

nel. "The reality is that we cannot continue to accept cumbersome processes that impact our ability to operate at a high tempo. At the same time, we need to ensure that our evaluation processes fairly and accurately reflect performance."

Both the officer and enlisted performance reports were shortened and technologically enhanced to decrease the time required to accomplish the report. The OPR narrative lines were significantly reduced and the unit mission description and impact on mission accomplishment areas were eliminated.

While the former OPR had six performance factor blocks to rate job knowledge, leadership skills, professional qualities, organizational skills, judgment and decisions and communication skills, the new form has one block to be used to indicate that all standards are met; if an officer does not meet standards, the new OPR allows for more detailed information to be provided.

EPR narrative comments were also significantly reduced and performance assessment areas now reflect the increased responsibility Airmen are charged with as they progress in rank.



U.S. Air Force illustration/Mike Carabajal

On performance feedback worksheets, performance assessment areas are now evaluated on a standardized criterion using "Does not Meet," "Meets," "Above Average" and "Clearly Exceeds" criterion. The immediate rater's comments are also aligned to the respective performance assessment areas on the front-side.

Comments by commanders and supervisors over several years indicate these changes will significantly reduce the administrative burden without negatively affecting their ability to provide an accurate assessment of an individual's performance and potential.

The new IMT performance report and performance feedback worksheets are available on the Air Force e-Publishing Web site at <http://www.e-publishing.af.mil/>.

Questions should be directed to HQ AFPC/DPPPEP, evaluations programs management branch at DSN 665-2571 or e-mail at AFPC.DPPPE@randolph.af.mil.

New Evaluation Form Implementation Dates

- Officers: Aug. 15, 2007
- Airman basic to senior airman: Aug. 15, 2007
- Staff sergeant: Jan. 1, 2008
- Technical sergeant: Jan. 1, 2008
- Master sergeant: Oct. 1, 2007
- Senior master sergeant: Aug. 1, 2007
- Chief master sergeant: Aug. 15, 2007
- Premier band: April 1, 2008
- Air Force Reserve and Air National Guard (airman basic to chief master sergeant): Aug. 15, 2007

lies have placed a heavy workload on our entire force," said Lt. Gen Roger A. Brady, Air Force deputy chief of staff for manpower and person-

and performance assessment areas now reflect the increased responsibility Airmen are charged with as they progress in rank.

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

22 AF/CC greets 910th Airmen Leadership Council Members

Maj. Gen. Martin M. Mazick, commander of 22nd Air Force, Dobbins Air Reserve Base, Ga., had a chance to meet members of the 910th Airlift Wing Airmen Leadership Council during his visit to Youngstown Air Reserve Station to preside over the wing change of command ceremony July 14-15.

NEWCOMERS

Tech. Sgt. Joseph J. Strong, 910th Aircraft Maintenance Squadron
 Staff Sgt. Catherine H. Farrell, 910th Security Forces Squadron
 Staff Sgt. Jeremy L. McNally, 773rd Airlift Squadron
 Staff Sgt. Kathy A. Sigley, 757th Airlift Squadron
 Staff Sgt. Daniel Tope, 910th Airlift Wing
 Senior Airman Brent A. Bate, 757th Airlift Squadron
 Senior Airman Daniel M. Davis, 910th Maintenance Squadron
 Senior Airman Latrece M. Nesbit, 910th Medical Squadron
 Airman 1st Class Delton A. Everett, 910th Services Squadron
 Airman 1st Class Edgar Miller III, 76th Aerial Port Squadron
 Airman 1st Class Bryan S. Senn, 910th Civil Engineer Squadron
 Airman 1st Class Richard G. Slusher, 910th Security Forces Squadron
 Airman Darren L. Birdsall, 910th Maintenance Operations Flight
 Airman Ashley E. Brooks, 910th Mission Support Flight
 Airman Steven M. Cresanto, 76th Aerial Port Squadron
 Airman Rachel M. Drayer, 910th Logistics Readiness Squadron
 Airman Thomas H. Eldrige II, 910th Logistics Readiness Squadron
 Airman Sierra N. Carter, 910th Airlift Wing
 Airman Gregory E. Hriczo, 910th Airlift Wing

PROMOTIONS



Gordon A. Navecky Jr.



Paul D. Boothe, 773rd Airlift Squadron



John S. Johnson, 910th Maintenance Squadron
 William J. Manley, 910th Civil Engineer Squadron
 Eric J. Vesey, 910th Logistics Readiness Squadron
 John Zoky, 910th Maintenance Squadron



Mark T. Cherry, 910th Maintenance Operations Flight
 Jared R. Korby, 910th Communications Flight
 Paul V. Kosir, 910th Maintenance Squadron
 Bruce D. Pivnicka, 910th Maintenance Squadron
 Jenny Rojko, 76th Aerial Port Squadron
 Michael J. Rubenstahl, 910th Maintenance Squadron
 Nicole M. Sellers, 910th Maintenance Squadron
 Eugene B. Sweitzer, 910th Aircraft Maintenance Squadron



Stephanie M. Blalock, 910th Medical Squadron
 Brandy L. Caine, 910th Logistics Readiness Squadron
 Mark A. Giangordano, 910th Security Forces Squadron
 Erin M. Gillette, 76th Aerial Port Squadron
 Nicholas J. Hudak, 910th Maintenance Squadron
 India-Jena S. Lyle, 910th Services Squadron
 Danielle A. Morgan, 910th Maintenance Operations Flight
 Nathan A. Mosher, 910th Security Forces Squadron
 Jessica A. Strumbly, 910th Aircraft Maintenance Squadron
 Joey D. Watson, 910th Maintenance Squadron
 Tarryn D. Williams, 910th Maintenance Squadron
 Matthew C. Winder, 910th Aircraft Maintenance Squadron



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CONGRATULATIONS

The following 910th Airlift Wing members scored 90 percent or better on their Career Development Course tests during the June UTA: Staff Sgt. John S. Johnson, 910th Maintenance Squadron, Aerospace Maintenance Craftsman course; and Staff Sgt. Michelle A. Mariacher, 910th Mission Support Group, Information Management Craftsman course. Congratulations to them for their hard work and professionalism.



Serving together leads to a life together

Tech. Sgt. Bob Barko Jr.
910th AW Public Affairs

Staff Sgt. Kevin Chester and Senior Airman Sarah Chester never dreamed that their commitment to serve in the Air Force would lead to a life-long commitment to each other. Sergeant Chester, also known as “Chicken Hawk” by his co-workers, a loadmaster for the 757th Airlift Squadron, and Airman Chester, formerly Senior Airman Sarah Savel, working in Life Support for the 757th Airlift Squadron, had both been assigned here at Youngstown Air Reserve Station, but had not met each other while on base.

“I saw him (here on base), but he never saw me,” said Airman Chester.

She said her and Sergeant Chester would not meet each other until a flight to Cocoa Beach, Fla. for a Water Survival Refresher Training Course.

“She was going as an instructor and I was going as a student, although we didn’t know that until later,” said Sergeant Chester.

He smiled as he recalled sitting across from Airman Chester on the plane. He said she had a DVD player and she invited him to sit with her and watch a movie. He also said they really didn’t have a chance to talk during the flight.

Sergeant Chester shook his head and smiled again as he remembered seeing her again in class and realizing she would be his instructor for the course. However, it would be Airman Chester that would make the first move to strike up a conversation with the loadmaster known as “Chicken Hawk.”

“I talked to him first,” she said with a smile.

She said their first talk after class would lead to spending some time together and getting to know each other.

“We walked on the beach, we talked and watched the dolphins off the shore,” recalled Airman Chester.

The couple got together again a month after the trip to Florida and has been inseparable since then.

“That was about a year and a half ago,” said Sergeant Chester.

He said he proposed to his wife during a night out at a dinner show.

“I proposed to her at the Carousel Dinner Theatre (in Akron). We went to see “Singin’ in the Rain,” said Sergeant Chester.

He said he worked with the staff at the dinner theatre to “pop the question” to the life support specialist he had fallen in love with.



U.S. Air Force Photo/Tech Sgt. Bob Barko Jr.

Staff Sgt. Kevin Chester and Senior Airman Sarah Savel (right), both assigned to the 757th Airlift Squadron, say “I do” as Pastor Pete Nash (left) presides over their wedding ceremony held here June 30. The couple exchanged their vows on the tail ramp of a C-130 parked in Hangar 295 in front of a group of family and friends. The newly-wed Staff Sgt. Chester and Senior Airman Chester said they wanted to be married at the base because their assignments here led to their first meeting and to their wedding. After the ceremony, the Chesters, their families and friends gathered at the Mahoning Country Club in Girard, Ohio, for a reception.

“The MC (Master of Ceremonies) brought the microphone to the table and they shone the spotlight on us and I asked her to marry me,” said Sergeant Chester as he smiled at the fond memory.

After she said yes to his proposal and they picked a date of June 30, 2007, the next big question to be answered was where to hold their ceremony. They both wanted to pick a location that reflected their service together and would be a memorable backdrop for their big day. The answer to the location question was obvious, at least to the newly engaged couple.

For the continuation of this story, visit the 910th AW public Web site at www.youngstown.afrc.af.mil

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