

THE Airstream

THE Airstream



Airmen work to bring new "WINGMAN" to a unique 910th mission!

FROM THE TOP

Commander stresses importance of being Fit to Fight

Col. Karl McGregor

910th Airlift Wing Commander

I've had several questions lately regarding the Air Force Physical Fitness Program. From speaking to wing members, I have come to realize that there is as much misinformation about the fitness program as there is good information. With this article I hope to demystify and stress the seriousness of the program, and to provide some answers that will help our members make good career decisions.

First and foremost, all members are required to take some portion of the test unless they have had abdominal surgery or they are pregnant. This doesn't mean that members with a legitimate medical condition must take the full test; it means that members have to take that portion of the test which their physician will allow. An example of this would be foot surgery that does not allow walking, running, or push-ups. The member would still be required the waist measurement and sit-ups, and this would suffice for currency and an overall score.

I need to stress how important it is to be current with a passing score or exempt when your OPR/EPR due date arrives. Members that are overdue are considered as not meeting standards, which will generate a referral performance report and there's nothing that your supervisor or commander can do to mitigate this. For officers that test "Poor," their referral OPR will reflect "Does Not Meet Standards." For enlisted it's a little more complicated. On the EPR, under Performance Assessment - Standards, the member that does not pass is marked, "Does Not Meet," and in the Rater's Assessment on the back of the EPR, the best score is likely a "3." The reasoning is that even though the enlisted member may be doing excellent AFSC work, they are not deployable which severely detracts from their capabilities. The AFI and subsequent guidance does not direct a specific rating. However, it would be difficult for supervisors to justify anything above a "3" for members in deployable UTCs. For those that cannot meet the fitness standard, here's what you can expect—and remember this is AFI

driven. If you score below a 75 (first failure,) you will keep nutrition and workout logs that must be reviewed every UTA until the retest is accomplished with a score of 75 or better and you'll be ineligible for deployment. You must meet personally with the squadron commander. If the first retest is below 75, the squadron commander may issue a LOC, LOR or delay promotion. The second consecutive retest failure requires an LOC, LOR, denial of reenlistment (commander may grant extension of current enlistment,) no retraining/formal training, and promotion is delayed. The third consecutive retest failure leads to demotion and a consideration of administrative discharge. It would be very difficult for squadron commanders to justify keeping members after the third failure; once again deployment is the major consideration. The squadron commanders determine action based on the nutrition and workout logs and whether the member is making significant improvements (defined as a 5 point increase.)

pass—just login to the AF Portal, go to the AF Fitness Management System, and your fitness page will come up. The Fitness Calculator link will allow you to enter practice scores or information and calculate what your score will be. Take a look at Body Mass Index—if you know your waist will never be 28"—consider calculating your BMI which would override your measurement if your BMI is <25 (regardless of BMI, AC measurement will be recorded). BMI is calculated on the Fitness Calculator by height and weight ratio. The most important thing that you can do is to realize that this program is serious and that for some members success will require some changes



Col. Karl McGregor

in lifestyle. Review your workout and eating habits, small changes can make a significant impact. Talk to your fitness monitors and let them help you design a program that you can live with. After all, healthy changes will benefit both you and your family.

Definitions:

Current - test is up to date
Not Current - overdue, no members should be in this category unless they are being out-processed; in special cases members that cannot test should be exempted by their squadron commander
Exemptions - Complete exemptions are normally for abdominal surgery or pregnancy; composite

exemptions may be granted based on medical recommendations; retest at 42 days following the expiration of limitation, entire assessment will be completed, exemptions are not granted for members transferring or retiring.

Fitness level - Excellent/Good (at/above 75, retest every 12 months), Poor (below 75, reservists retest within 180 days, AGRs within 90 days, both complete Healthy Living Program.)



Photo by Tech. Sgt. Bob Barko Jr.

Air Force Reservists from the 910th Airlift Wing pound the pavement during a Fun Run on the base runway held Sunday of the May UTA.

The third failure is basically a career-ender—the Fit to Fight program provides commander's very little discretion to retain members incapable of deployment.

So the program is established and serious. Now what can you do to make sure you are a fitness warrior? First, know what is required for your age group and work toward those goals during the year. You can pre-calculate your score so you know what you need to

YARS to host first base open house since 1986

Tech. Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs

Plans are under way for the first open house held at Youngstown Air Reserve Station in more than two decades. More than 34,000 people attended the event last held in 1986.

This year's open house, to be held September 13, 2008 from 10 a.m. to 6 p.m., is being organized to honor the Air Force Reserve's 60th Anniversary. Event planners expect between 30,000 and 50,000 people to visit the base to view static displays of military and historic aircraft including a C-5 Galaxy cargo transport, a C-17 cargo transport, a KC-135 Stratotanker aerial refueler, two 910th AW C-130's, a B-17 Flying Fortress WWII bomber, a B-25 Mitchell WWII bomber and several more aircraft from across the armed forces. The event is free and open to the public, free off-base parking will be available and shuttles will run from the parking areas to the base. The open house will be held on the flight line and in the area between Hangars 302 and 305. The hangars will also be open and filled with a variety of displays including exhibits featuring the wing's many functional areas and Air Force, Marine and Navy Reserve equipment. Attendees will enjoy free day-long entertainment by local and military acts. Food and beverage concessions will be available. Local media personalities and area team mascots will also be on hand to greet the public.

"This event will give the public unprecedented access to certain areas of our base and they will be able to see the great things that our Reservists are doing here at Youngstown Air Reserve Station," said Master Sgt. Bryan Ripple, 910th Airlift Wing Public Affairs Superintendent.

"910th Reservists will be highly involved in a number of ways to ensure that this fun-filled, family-friendly event is enjoyable for everyone involved," said Sergeant Ripple.

Functional areas from across the base are highly encouraged to contact the Public Affairs office at 330-609-1236 to sign up to become involved in the open house by displaying equipment from their shops or setting up an exhibit featuring their work sections in the hangar areas for the open house.

"Public interest is high in what we do and this is a great opportunity to showcase the many aspects of our mission here to the people in our community," said Sergeant Ripple.



Graphic Illustration by Tech. Sgt. Bob Barko Jr.

The 910th Airlift Wing is presenting an Open House on Saturday, September 13, 2008 from 10 a.m. to 6 p.m. The event is free and open to the public. Free off-site parking will be available and shuttles will run from the parking areas to the base. The public will enjoy access to the base flight line and hangar areas during this fun-filled, family-friendly event. Static displays of military and historic aircraft, exhibits of Air Force, Marine and Navy reserve equipment, day-long entertainment, appearances by local media and team mascots, food and beverage concessions as well as many more activities will be available for the public's enjoyment. It has been more than two decades since the Youngstown Air Reserve Station has held an open house. The event is being held to celebrate the Air Force Reserve's 60th Anniversary.

The Airstream is published monthly by:

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On the cover...

Staff Sgts. Don Baker and Chase Matovich, both 910th comm/nav techs, talk about the WINGMAN, a new GPS installed on Aerial Spray aircraft, with Lt. Col. Jeff Vandooting, a 757th Airlift Squadron navigator, who prepares for his first training flight using the new system. See Page 4 for the complete story and more photos. U.S. Air Force photo/SrA. Ann Wilkins Jefferson.

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New “WINGMAN” for Aerial Spray

Senior Airman Ann Wilkins Jefferson
910th Airlift Wing Public Affairs

Senior Master Sgt. Paul Wagner
Contributing Writer • 910th Comm/Nav Shop NCOIC

You know the saying, “If you want something done right, do it yourself”? Well, at the 910th Airlift Wing, Airmen not only found a way to equip aerial spray aircraft with a brand new Global Positioning System (GPS), but their ingenuity enabled them to do much – and in some areas, all – design and installation work themselves, saving the Air Force time and money.

After 18 months of planning, building and testing, the 910th now has a new Agricultural GPS (AGGPS) installed on all four aerial spray C-130s (tail numbers 9105, 9106, 9107, and 9108). The new system is a product of ADAPCO, Inc. of Sanford, Fla., and is named, coincidentally, “WINGMAN.” While the WINGMAN system’s primary customer is the agriculture industry, Airmen here designed a way to use the WINGMAN system on aircraft.

“WINGMAN is replacing a SATLOC AGGPS system we used that is 15 years old and unsupported, maintenance wise. It is a commercial agricultural system used on trucks; it was never meant to be used on aircraft. The WINGMAN system adds some new capabilities that will aid the 910th aircrews when they fly the very dangerous, 200-foot-above-ground-level (AGL) aerial spray missions,” said Senior Master Sgt. Paul Wagner, 910th Communication/Navigation Shop non-commissioned officer in charge. “Once again the 910th AW has stepped up to the plate and is responsible for leading the Aerial Spray mission into the future.”

Among the new advantages WINGMAN offers is an obstacle awareness data base that alerts the aircrews of obstructions like cell phone towers or power towers, and is vital to aircrew safety. The GPS also adds a new software program, the USDA Forestry Service “AGDISP” model, that accounts for current wind velocity and direction. The system then calculates the effect the wind direction and velocity will have on the spray cloud and offsets a target solution for a more precise spray application. The old system was not capable of that, Sergeant Wagner said.

Plus, the old system needed to be replaced since “it was an obsolete system. We had no way of trading in obsolete parts,” said Staff Sgt. Chase Matovich, a 910th Communication/Navigation technician.

“We had problems getting the parts for it – we were down to our last ones,” added Staff Sgt. Don Baker, another 910th comm/nav technician who worked with Staff Sgt. Matovich and others on the WINGMAN installation project.

How accurate is WINGMAN? “It lets us come within one foot of the target,” using what’s called WAAS: Wide Area Augmentation System, Sergeant Wagner said.

As important as it is, though, the process to enhance the Aerial Spray mission was a grueling battle, the senior master sergeant said, who was heavily involved with the project in addition to his supervisory role.

Once the new GPS was chosen, the 910th had to devise a plan how to install the parts on the aircraft. Sergeant Wagner said the installation of WINGMAN on the first Aerial Spray C-130 alone took over 120 man hours.

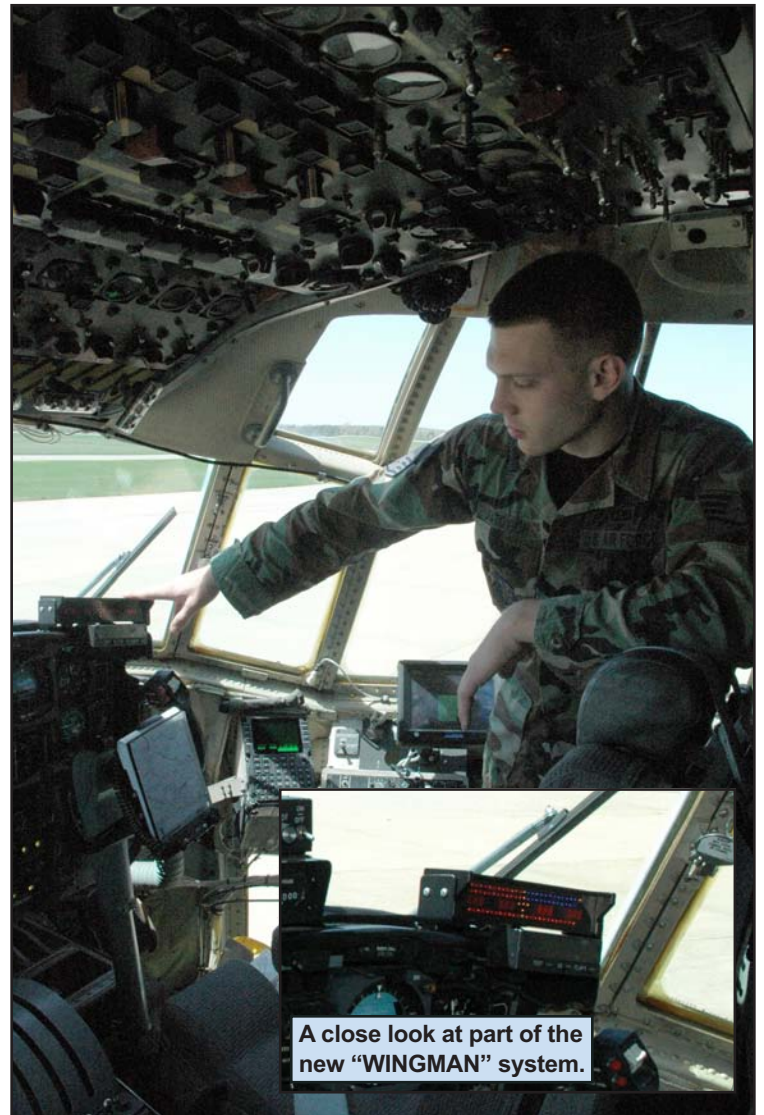
“The only pre-fabricated parts we received (with the GPS) were the boxes, like the receiver,” said Sergeant Matovich, so they had to come up with a way to mount the parts in the aircraft, a job for the Fabrication Flight (sheet metal shop and machine shop) here.

“The Fabrication Flight can fabricate things that aren’t built yet or we can’t get, like the mounts we used for the system,” added Sergeant Baker.

Senior Master Sgt. John Daniels, Aerial Spray flight chief and Senior Master Sgt. Kirk Neuleib, Avionics flight chief, made four trips to Robins AFB, Ga., with Sergeant Wagner attending three of those TDYs. They spent many man hours in the design process with engineers from the L3 (contractor) and the C-130 Special Programs Office (SPO).

“From working through design issues, to developing valid, useable technical data, both Senior Master Sergeants Daniels and Neuleib were instrumental and without their efforts this modification could not have become a reality. The 910th Maintenance Squadron here at Youngstown actually built the installation kits, saving the Air Force time, and more importantly, costs,” Sergeant Wagner said.

Because the 910th built the kits for aircraft installation of WINGMAN, Sergeant Wagner said, “We saved the Air Force \$380,000. It knocked six to nine months in time off the process since the Air Force didn’t have to go through the bid process – we told them we could do it,”



A close look at part of the new “WINGMAN” system.

Staff Sgt. Chase Matovich, a 910th comm/nav technician, shows off one of the new tracking units mounted to the co-pilot’s instrument panel aboard tail 9106 as part of the new WINGMAN GPS installed on the wing’s Aerial Spray aircraft. The 910th’s Fabrication Flight designed and built the mounting systems for the unit while the Avionics shop installed the units and wiring harnesses.

Photos by Senior Airman Ann W. Jefferson

Aerial Spray *Advanced Global Positioning System installed on all spray mission aircraft*

and they did so using Congressionally approved funds.

Sergeant Wagner explained how the combined efforts of 910th Airmen finished the job in time: "The aircraft kit building and installation team painstakingly fabricated the wiring harnesses in the Avionics shop and then expertly installed them in the aircraft. The team consisted of Master Sgts. John Sharbon, Mike Birmingham, and John C. Jones; Tech. Sgt. Mike Kirsch, and Staff Sgts. Baker and Matovich. All the sheet metal work, including the construction of the component's mounts, was accomplished in an outstanding manner by Tech. Sgts. Ed Miller and Jim Evener of the Fabrication Flight."

"The plan is to also modify two more spray aircraft in the near future for a total of six WINGMAN aerial spray aircraft, hopefully by October 2008," Sergeant Wagner said.

After the installation of the WINGMAN system, the aircraft underwent stringent tests, both on the ground and in the air, including Electro-magnetic Interference (EMI) and EMC testing and Flight testing by the Air Force Testing Facility at Robins. It passed all tests without exception, said Sergeant Wagner.

He continued, "Now the true test begins with the actual operational use of the WINGMAN modified aircraft by our aircrews. The initial response to the systems from the aircrews so far has been good," aside from a minor glitch during one of the first missions using the new software.

"Really, the whole idea came from the Operations Group," Sergeant Wagner noted, specifically recognizing Lt. Col. Timothy Austin of the 757th Airlift Squadron and Maj. John Kochansky of the 910th Operations

Group, as both very involved from start to finish. He also acknowledged Maj. Mark Breidenbaugh and Maj. Karl Haagsma, 910th entomologists.

"The bug doctors actually accomplish the entire mission planning for the Spray missions and their inputs were critical as to what the new system must be able to accomplish," Sergeant Wagner said.

Lt. Col. Jeff Vandootingh, the Chief of Plans for 22nd Air Force, is attached to the 757th Airlift Squadron as a navigator and explained the importance of the new system's features as he prepared to take his first training flight with it on tail 9106, the first of the Aerial Spray aircraft to have WINGMAN permanently installed, completed in January.

As he sat in the navigator's station Col. Vandootingh pointed out two WINGMAN components he used, the touch screen display and the constellation retrieved from the satellite system, which was displayed on his laptop computer. He also highlighted WINGMAN's light bars in front of the pilot and copilot areas that offer a greater degree of guidance information to the aircrews. The GPS receiver is a differential, multiple-satellite-constellations-configurable receiver that is considerably more accurate than the existing receiver.

The colonel illustrated how WINGMAN helps aircrews. For example, when the crew conducts aerial spray missions, the new GPS helps ensure the same areas aren't sprayed twice. If that happened, it would double the approved concentration level of chemicals used. Not only that, but he said the system alerts them if they're flying out of, or if the wind will carry the spray outside, the approved zone. That's why a greater percentage of accuracy is so critical in a mission's success.

"It's important for us. It's important for the American people."

APS Reservist enjoys top prize of Get 1 Now program

Master Sgt. Bryan Ripple
910th Airlift Wing Public Affairs

After earning honors as the top "Get 1 Now" program participant for fiscal 2007, Tech. Sgt. Brian Starr, an air transportation craftsman with the 76th Aerial Port Squadron, had "the experience of a lifetime" February 11.

This was the day for him to enjoy the top prize in the Get 1 Now program when he went TDY to Homestead Air Reserve Base, Fla. for an incentive flight on an F-16 fighter jet from the 482nd Fighter Wing.

The traditional reservist and mail carrier by trade referred ten people who joined the Air Force Reserve in fiscal 2007 to the 910th Airlift Wing Recruiters.

"When I got to Homestead I received training in an F-16 simulator to learn what it would feel like," said Sergeant Starr. "I got fitted in a G-suit and was told what to do in the event of an emergency," he said while relating the "experience of a lifetime."

With his pilot, Col. Courtney Collier, commander of the 482nd Fighter Group, at the controls, they took off at about 9:30 a.m. for Sergeant Starr's incentive flight.

"My first reaction was there's no way to get out of this now, we're going through with this. I said to myself "Let's go for the ride." The next thing I know is we went straight up to 16,000 feet on an unrestricted takeoff. Then we went straight back down to 5,000 feet and flipped upside down flying over Miami. After we flipped back over, we cruised over the Florida Keys and had a beautiful view of the Keys on a clear day. It was an awesome experience and I'd love to do it again if I ever had the opportunity. It was like a dream come true."

After his "experience of a lifetime," Sergeant Starr is even more motivated to continue his efforts to support Air Force Reserve Recruiting.

"The Get 1 Now program really does work and it's a very important asset for the Reserve. Anyone can help the recruiters by telling people about what the Air Force Reserve has to offer," he said.

The Get 1 Now program is open to all Air Force Reservists. Citizen Airmen who spot potential recruits can refer them to a recruiter and receive credit for that referral. If the referral completes the recruiting process and joins the Air Force Reserve - then called an accession - the referring Reservist gets a separate credit for that.

For more information on the Get 1 Now program, visit www.get1now.us or call the 910th Airlift Wing Recruiting office at (330) 609-1394.



Courtesy photo

Tech. Sgt. Brian Starr, an air transportation specialist with the 76th Aerial Port Squadron, prepares to jump down from an Air Force Reserve F-16 fighter at Homestead Air Reserve Base, Fla. after an incentive flight that took him over the Miami Beach and Florida Keys areas. He earned the flight by referring 10 individuals who eventually joined the Air Force Reserve and the 910th Airlift Wing.

NEWS BRIEFS

Airlifters Relay for Life

The Airlifters Relay for Life team, sponsored by the Chiefs Group, will be participating in event activities at Lakeview High School in Cortland, Ohio June 6 and 7, 2008. The Relay for Life is a National Signature Activity of the American Cancer Society. This is the 8th annual event for the Airlifters team.

The Opening Ceremony and the Survivor's Victory Lap will be at 6 p.m., June 6. Following the Survivor's Lap will be the Airlifters Team Opening Lap. A Luminary Ceremony is scheduled for 9:30 p.m. The ceremony involves candles being lit in memory or in honor of special loved ones. The luminaries line the track and are left burning throughout the night to remind participants of the importance of their contribution to the relay event. The team will be involved in the relay events continuously until 6 p.m., June 7, 2008.

910th personnel are invited to join the team to participate in this 24-hour long event. Call Karen Sullivan at 330-609-1269 or Mike Altieri at 330-609-1324 for more information and to sign up for a time to walk:

910th Airlift wing members can also make a \$15 donation to the Airlifter team. Members will receive a relay team shirt for their donation. The Airlifters Relay for Life team extends their appreciation for support of this event.

AFCENT Deployers now required to apply for EagleCash card

Effective with Aerospace Expeditionary Force (AEF) 3/4, military members and GS employees deploying to the Air Force Central Command (AFCENT) Area of Responsibility (AOR) will be required to apply for and use the EagleCash card for cash transactions. Members can obtain an application form, DD 2887, at the following website:

<http://www.dtic.mil/whs/directives/infomgt/forms/eforms/dd2887.pdf>.

US Army and Air Force finance offices are equipped to issue cards within theater after presentation of the completed form. Check cashing will be limited to contractor personnel only with substantially reduced weekly limits.

Personnel should still deploy with a checkbook in case their final deployed location is not EagleCash-enabled. EagleCash is accepted at all on-base retail functions to include AAFES, Post Office and Services.

All Air Force Finance offices are requested to assist in disseminating this information and making card application forms available at pre-deployment briefings and processing lines.

Additional EagleCash program information can be found at <http://www.fms.treas.gov/eaglecash/index.html>.

Any questions can be directed to AFCENT AFFOR/FM, DSN 318-436-4426.

"B" UTA fitness center hours 910 Services Sq. 1st Sgt Opening

The hours for the base Fitness Center for "B" UTA's are:

Saturday 9 a.m. to 5 p.m.

Sunday 7 a.m. to 2 p.m.

Please contact Tech. Sgt. Joel Commins, Acting Fitness Center NCOIC at 330-609-1281 with any questions concerning Center Operations.

The 910th Services Squadron currently has an opening for the position of First Sergeant.

Interested personnel should contact Chief Master Sgt. Mary Julian at 330-609-1136 to receive a copy of the official job opening notification.

Applicants are required to submit nomination packages by the close of business on June 8, 2008 in accordance with the job notice.

AF Jr. ROTC now hiring TR retirees

Air Force Junior ROTC is now able to hire Traditional Guardsmen and Reservists who have retired but are not yet drawing their retirement ("grey area" retirees). The passage of the 2007 National Defense Authorization Act allows AFJROTC to tap into the large pool of highly trained and motivated Guardsmen and Reservists.

"We are looking for retired Guard/Reserve officers and NCOs who want to continue serving their communities by teaching the next generation of leaders," said Col. Richard J. Ragaller, director of Air Force Junior ROTC at Maxwell Air Force Base, Ala.

AFJROTC currently has over 50 officer and over 30 NCO instructor positions open at locations across the U.S. There are 869 units world-wide and 10 new units will open up for the next school year. Over 101,000 students are enrolled in AFJROTC.

"It's exciting to have the chance to add these outstanding Airmen to the AFJROTC family," he said. "I don't think there can be any more rewarding career than "Building Better Citizens for America."

"As instructors they exemplify the Air Force's Core Values and set the highest standards of conduct and appearance for themselves and their students," he said.

Traditional Guard/Reserve applicants must have been retired within the past 5 years or less with 20 "good years" of service and possess a DD Form 214/NGB Form 22, ANG/USAFR Point Credit Summary and retire with at least 3,600 retirement points. For more information about Guard/Reserve requirements, go to <http://www.afoats.af.mil/AFJROTC/grayarea.asp>.

Officers must have a bachelor's degree or higher and NCOs must have a minimum of high school diploma and must obtain an associate's degree within five years of employment. Additional education degrees and teacher certification are an advantage and may be required by some school districts.

Instructors wear the Air Force uniform and must meet the Air Force appearance and weight/body fat standards. They must also have high standards of military bearing and moral character.

AFJROTC provides TDY funding for new instructors to complete Air University's 2-week Aerospace Science Instructor Course at Maxwell AFB prior to receiving certification for instructor duty. The course includes training on instructor performance, standards and accountability as representatives of the Air Force; learning theory; communication skills; teaching methods; lesson planning and student evaluation.

The mission of Air Force Junior ROTC is "Building Better Citizens for America." The Air Force Core Values provide the basis for the program. The curriculum provides cadets with leadership opportunities, life skills education, team-building experiences, character education and academic studies. Air Force JROTC provides its students with the tools for success after high school.

For more information about instructor opportunities, call toll free (866) 235-7682, ext. 35112 of 32535. The DSN number is 493-5112 or 2535. You can also go to <http://www.afoats.af.mil/AFJROTC/instructors.asp> for complete instructor requirements and application information.

NEWCOMERS

Please welcome the following new members
of the 910th Airlift Wing family:

Maj. Joseph Lawlor, 910th Medical Squadron
Capt. Jon Gendreau, 910th Airlift Wing
Capt. Scott Julian, 757th Airlift Squadron
1st Lt. Kelly Loring, 910th Medical Squadron
2nd Lt. Alfredo Lemus, 773rd Airlift Squadron
Master Sgt. Jamey Weaver, 910th Medical Squadron
Tech. Sgt. Jeffery DeCarlo, 910th Medical Squadron
Tech. Sgt. John Martinelli, 910th Civil Engineer Squadron
Tech. Sgt. Joseph P. Young, 910th Security Forces Squadron
Staff Sgt. James Bader, 910th Security Forces Squadron
Staff Sgt. Thomas Kubaney, 76th Aerial Port Squadron
Staff Sgt. Jonathan McClellan, 910th Communications Flight
Staff Sgt. Demetrius Springfield, 76th Aerial Port Squadron
Staff Sgt. Daniel Warner, 910th Civil Engineer Squadron
Senior Airman Kelly Baxter, 910th Maintenance Operations Flight
Senior Airman Mark Chambers, 910th Civil Engineer Squadron
Senior Airman Daniel Wyatt, 910th Civil Engineer Squadron
Airman 1st Class Sierra Carter, 910th Operations Support Squadron
Airman 1st Class Joseph English, 910th Medical Squadron
Airman 1st Class Edward Howard, 910th Logistics Readiness Sq.

Airman 1st Class Christian Kotheimer, 910th Maintenance Ops. Flight
Airman 1st Class Jina Ohle, 910th Maintenance Operations Flight
Airman 1st Class Steven Schmitt, 910th Civil Engineer Flight
Airman 1st Class Omeka Scott, 910th Operations Group
Airman Daniel Kudela, 910th Security Forces Squadron
Airman Adam Ayers, 910th Security Forces Squadron
Airman Warren Ireland, 910th Airlift Wing
Airman Curtis Kennedy, 910th Services Squadron
Airman Silvia Martel, 76th Aerial Port Squadron
Airman Chadwick McIntosh, 910th Airlift Wing
Airman Luis Penate, 910th Civil Engineer Squadron
Airman Jordan Sizer, 76th Aerial Port Squadron
Airman Kaila Summers, 910th Operations Support Squadron

PROMOTIONS



William S. Bayes, 910th Maintenance Squadron



Derek S. Sherman, 910th Civil Engineer Squadron
James D. Haupt, 910th Operations Support Squadron



Jeffrey L. Roach, 910th Maintenance Squadron



Jacqueline D. Hansen, 910th Medical Squadron
Loren M. Mount, 910th Security Forces Squadron
Scott H. Smith, 910th Medical Squadron
Danielle C. Williams, 910th Operations Support Sq.



Duane A. Cribley Jr., 910th Civil Engineer Squadron
Jack A. Greenfield, 76th Aerial Port Squadron
Zachary P. Klixbull, 910th Maintenance Squadron
Travis D. Krakora, 910th Maintenance Squadron
Chase T. Matovich, 910th Maintenance Squadron
Brian E. Mitchell, 76th Aerial Port Squadron



Anthony M. Chavez, 910th Mission Support Flight
Rebecca L. Ross, 910th Maintenance Ops. Flight
Richard G. Slusher, 910th Security Forces Squadron



Daniel C. Kudela II, 910th Security Forces Squadron



Illustration by Tech. Sgt. Bob Barko Jr.

Summer nights, Summer fun for 910 Airlift Wing Airmen

SATURDAY NIGHT • JUNE UTA



410 Sprint Car



Heroes Night

June 7, 2008

Gates open at 4 p.m.

Racing begins at 6 p.m.

Ends between 10 p.m. - 11 p.m.

The 910th members and guests will purchase tickets as a group at the Speedway...

Ticket pricing: 100 people or less - \$11 ea.

100-149 people - \$10 ea.

150 people or more - \$9 ea.

- Five different classes of cars in action.
- 910th group grandstand seating.
- Food and beverage concessions available.
- Buses available from YARS to Speedway.

SATURDAY NIGHT • AUGUST UTA



COMBAT DINING-IN

Presented by The 910th Airlift Wing Airmen's Council

- **August 2 (Saturday of August UTA)**
- **Hangar 295**
- **5:30 p.m. - 9:30 p.m.**
- **Uniform: BDUs, Flight Suits or Creative Combat Gear**

• **Prices: Officers \$20, SNCO's \$15, E-1 - E-6: \$10**

• **Bring your own water toys i.e. super soakers, water balloons, etc...**

See your First Sergeant or Airmen's Council Representative for tickets, Call Staff Sgt. Courtenay Perkins at 330-609-1299 for more details.

NOTE: This is a military members only event!

2008 • Celebrating the 60th Anniversary of the Air Force Reserve



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SATURDAY NIGHT • JULY UTA

Attention: Youngstown Air Reserve Station Personnel

Enjoy an exciting night of baseball at Eastwood Field with these specially discounted ticket prices! An exclusive offer for YARS personnel and their guests!



Saturday July 12th 2008

Gates open: 6 p.m. First Pitch: 7:05 p.m.

Cost: \$10 per ticket

ticket price includes:

- **Box Seat Ticket.**
- **Coupon for a hot dog, soft drink and bag of chips.**
- **Appearance by Jerry "The King" Lawler**
- **Receive an EXCLUSIVE 10th Anniversary Hat for ONLY \$5 extra!**

Tickets will be available May 7, 2008 through July 3, 2008.

Tickets can be purchased at the Information, Tickets & Travel Office located in Building 113, rooms 225 or 229.

Hours 7:30 a.m. - 4:00 p.m., Monday through Friday and Saturday of the UTA weekend.

Tickets can be purchased by Cash or Credit Card.

For Additional Information,

Call: 330-609-1194 or 330-609-1073

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