

THE *Airstream*

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Youngstown Air Reserve Station
Open House
 September 13, 2008

Air Force Reserve...
 Celebrating 60 Years



**50,000 visit YARS
for Open House**

FROM THE TOP

A look back at FY 2008 for 910th Airlift Wing

Col. Karl McGregor

910th Airlift Wing Commander

What a great year this has been...we've managed to stuff more items into the 10-pound bag than anyone thought was possible. We began the year by focusing on the ORE and ORI to the exclusion of everything but eating and breathing. That focus and the Youngstown drive for excellence carried the day with the best ORI execution I've seen in my 33 years of complaining about ORIs. We rolled directly from the ORI into planning for both the Combat Dining-In and the Open House/Family Day in the late summer. If you missed the Combat Dining-In you should take a look at the pictures that PA took and talk to some of those that are actually willing to discuss the event. Kudos to the Airmen's Council for putting it together.

The Open House was planned as a small event, a learning experience to allow us to transition to a full Airshow in the near future. It turned out that the public decided to test us, arriving en masses with attendance estimates around 50,000 being bantered about (based on the number of cars we actually parked). There were some growing pains with the Open House, but most of that was driven by the highway infrastructure, an untimely accident off base, and the rain washing away portions of the roadway. Excellent work in rerouting traffic, keeping most of the public calm, and rebuilding roads; a special thanks to Col. Tim Costa, Maj. John Gaffney and his Open House Team, Security Forces, Contracting, Services, PA and the huge manpower pool that pitched in to make this event work. In all, I saw nothing but smiles on the public faces and polite Airmen throughout an entirely soggy day. My hope was that Family Day would be a repayment to our reservists for all the hard work done throughout the year and I believe that Sunday could not have been much better with sunny weather, static aircraft, a jet car, plenty of exhibits, food, beer and a great turnout.

A special salute here to those members who were deployed and who had their families join us. We closed the end of the financial year ready to execute numerous projects and we were able to procure fallout dollars for nearly every unfunded item that units submitted. Special thanks to

Finance, Contracting, CE and the units for meeting all the HHQ suspenses which put us in such great shape to execute funding. In addition, Congress passed the Defense Spending Bill and we have a \$900,000 authority to design Lodging Phase II, a building with about 100 rooms that will look similar to the just opened Lodging Phase I. Keeping our fingers crossed, we will design the building in FY2009 and build in FY2010.

Congratulations to the Operations and Maintenance Groups for their execution of the flying hour program. Even with numerous aircraft at Depot and deployed to the AOR supporting our Pittsburgh brethren, they still fully executed the program. Furthermore, the Maintenance Group took a Maintenance Standardization and Evaluation Program inspection, which is usually a bloodbath of write-ups and did extremely well. Notably the inspectors wrote that "the level of cooperation received and positive attitude encountered group-wide provides confidence..." and "the excellent condition of maintenance facilities and unit aircraft is also noteworthy."

Kudos to Ops, who received a visit from AFRC as part of the Air Traffic System Evaluation Report. They were graded on numerous checklist items. I have seen this team leave behind several hundred write-ups, but at Youngstown they found excellent work by the Airfield Manager, outstanding support from the Base Civil Engineer and the Base Operating Support (EAST) and left behind 8 minor items to be fixed. Finally, AFRC sent us a SAV team to review the OG's Standardization and Evaluation Program. You guessed it, "all programs in compliance." I know that there were many other events this year, including deployment for OEF, OIF and Forge, and they are noted as well.

All of these individual events add up to a cultural excellence that gets positive attention for Team Youngstown at every level. Keep up the great work ethic and I will look for new and exciting things for us to do in the new fiscal year, though I promise that I will slow down in the coming winter months as we prepare for our AEF cycle. Kudos, thanks and praise to a phenomenal performance by an outstanding group of 910th members. Don't forget to vote!!!

Resources are available to cope with sudden and accidental deaths

Janice Barnes

SARC Officer

In the short four years I have been stationed at Youngstown ARS, I have been privileged to experience what a close, family-type community we are while we professionally pursue the military mission. This reality fills me with pride and peace.

Sometimes, there are challenges our community must face. Recently, on the 10th of October, we experienced the sudden and accidental death of Senior Master Sgt. Stephen Lachendro, the Senior ART at the Medical Squadron. The hot air balloon accident was covered by a wide variety of media. I suspect that I was not the only person who checked it all out just to be sure what I had been told was real.

According to the Navy and Air Force Leaders Guides to Managing People in Distress, this kind of intrigue with the details is common in trying to accept and deal with the sudden death of a peer. Other common reactions include questioning the accident, anger, guilt/blame, helplessness, sleep difficulty, difficulty with concentration, numbness and detachment, depression and anxiety. Someone we work with dying is going to impact our work and personal lives.

That said, it's important to note that sometimes the normal reactions can become extreme and challenging to deal with. Experiencing these emotions in such a way that routine activities have lost their joy or meaning or are just impossible to manage doing is a sign that something is awry. This is not a

sign that deep therapy is needed, but an indication that one needs to do some things to take care of self and heal more thoroughly.

Youngstown ARS has a Traumatic Stress Response (TSR) team, with members who are trained on how to listen carefully and help our community deal with intense stressors. You can reach a member of the TSR team by contacting me at 330-233-2100. We also have a social worker assigned to the Medical Squadron during the UTA, Capt. George Duncan, who can be reached at ext. 1527. If you feel you need some assistance at any time, Military OneSource offers free local counseling. They can be reached for a referral at 800-342-9647.

We're here for you.

910th remembers Sept. 11 with base ceremony



Photo by Capt. Brent Davis

Members of the 910th Airlift Wing salute the Stars and Stripes during a memorial ceremony honoring the victims of the September 11, 2001, terrorist attacks. The ceremony was held September 11, now known as Patriot Day, in front of the 910th Headquarters at the Youngstown Air Reserve Station. The event was held at 9 a.m., marking the time during which the attacks occurred on New York's World Trade Center and the Pentagon in Washington, D.C. The passengers of Flight 93, which crashed in Somerset, Pa. while the passengers attempted to retake the plane from the terrorists, were also remembered in ceremonies held across the country.

The Airstream is published monthly by:

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

On the cover...

This special double issue's cover celebrates the Youngstown Air Reserve Station Open House held on September 13, 2008. See pages 6 through 10 for more photos from this historic event as well as YARS Family Day on September 14, 2008. Cover Photos (clockwise from top left) by Tech. Sgt. Bob Barko Jr., Mr. Eric White, Senior Airman Clint Kline and Staff Sgt. James Brock. Open House logo illustration by Tech. Sgt. Bob Barko Jr.

Aerial spray teamwork is key to success

Capt. Brent Davis
910th Airlift Wing Public Affairs

It's been three years since the 910th plunged into the biggest disaster relief effort in Wing history to save lives and prevent the spread of West Nile virus and encephalitis. Six successful weeks of aerial spraying more than 2.8 million acres over Southern Louisiana and Southeastern Texas resulted in relief for millions during hurricanes Katrina and Rita aftermath.

This time Hurricanes Gustav and Ike pummeled the gulf coast region of Southern Louisiana in September.

Mosquitoes can become huge problems after such severe weather events. Several species of mosquitoes, known as "floodwater mosquitoes" lay dormant eggs in areas where there is intermittent flooding according to Major Karl Haagsma (Ph.D.), an Entomologist with the 757th Airlift Squadron. After wide-scale flooding has occurred, huge numbers of mosquito eggs can hatch in a short time, creating unpleasant conditions for all. In addition, hurricanes can blow down trees, leaving huge water-filled pools at their bases, where other species of mosquitoes which require a more permanent water supply can lay their eggs, he added.

"Once deployed to Barksdale AFB, we spent eight days spraying more than 770,000 acres in seven parishes. Barksdale leadership stopped in to welcome us and basically gave us the red carpet treatment and we sure appreciated that," said Lt. Col. J.D. Williams, mission commander.

"Compared to Katrina and Rita, the disaster response was so much better for this contingency."

Although the disaster response was less complex, it did not mean the mission was without challenges.

According to Lt. Col. Williams, odd shaped parishes caused an increased challenge for aircrews. The scope of the area affected by the Katrina disaster allowed for long shaped paths to spray making it easier to maneuver the C-130s. It gave us 45-50 mile swathes and about ten minutes between turns. This time however, we had smaller areas to cover and we had to maneuver much more making it more time consuming to spray each day at dusk.

Reconnaissance is the key to safely flying these missions which fly at 150 feet above the ground at a speed of 230 miles per hour.

"We conduct aerial surveys prior to aerial spraying the parishes. According to mapping agencies, anything under 200' won't necessarily be on our charts," said Lt. Col. Williams. "With our sophisticated GPS navigation equipment, we can measure in feet whether or not we're on



Photo by Capt. Brent J. Davis



Photo by Capt. Brent J. Davis

Tech. Sgt. Shannon Fray, 910th aerial spray maintenance flight chief, sets up the nozzles for an aerial spray mission. The nozzles are engineered to release micron size insecticide droplets that stick to the hair on mosquitos.

our target which is significant," he concluded.

FEMA external affairs played a significant role in getting word out to the public about the ongoing spray missions.

"The Air Force support was a great contribution to the response effort because of the health risks associated with mosquito population in the affected areas due to the hurricanes," said Ed Conley, FEMA External Affairs director for Hurricanes Gustav and Ike. "It was a great partnership among the local parishes, state, FEMA, DoD and specifically the Air Force. We worked together as a team to help identify the problem and worked with affected parishes to help reduce the health risks," he concluded.

Lt. Col. Dan Sarachene, Lt. Col. John Kochansky and Maj. Cathy Miller study the flight route of Terrebonne Parish in Southern Louisiana prior to conducting an aerial spray mission October 1. Normal mission altitude is 150 feet above ground flying at a speed of approximately 230 miles per hour. Aerial spray missions are some of the most challenging flying missions for C-130 aircrew members due to potential low altitude obstacles in urban terrain.

Successful Gustav, Ike relief efforts



FEMA Photo by Calvin Telleson

A C-130 Flies over LaFourche Parish in Southern Louisiana September 21 aerial spraying for mosquitoes at only 150 feet above the ground. C-130s are required to fly at such a low altitude to effectively eradicate mosquito infestations eliminating the potential for the spread of West Nile virus and encephalitis.

“The state of Louisiana thanks the Air Force Reserve’s 910th Airlift Wing for supporting our mosquito abatement mission in the aftermath of hurricanes Gustav and Ike,” said Allison Hadley Morgan, State of Louisiana Assistant Public Information Officer. “With their help we were able to cover more acreage in a shorter amount of time to much needed parishes throughout the southern region of our state. Having the Air Force Reserve’s 910th Airlift Wing physically located within the joint operations of the State and the Federal Emergency Management



Photo by Capt. Brent J. Davis

Majors Karl Haagsma and Mark Breidenbaugh, entomologists with the 757th Airlift Squadron, study a map of Terrebonne Parish, Louisiana, before an aerial spray mission. Proper mission planning is critical for successful and safe application of pesticides.

Agency (FEMA) allowed us to communicate and coordinate this mission in a more effective manner,” she concluded.

“In general, reductions of greater than 90% were reported from the field in Louisiana,” said Major Karl Haagsma (Ph.D.), an Entomologist with the 757th Airlift Squadron.

The 910th’s aerial spray team conducts approximately 18 weed and insect control spray missions per year in the continental United States.

910 AW members run AF marathon



Photo by Tech. Sgt. Bob Barko Jr.

Col. Karl McGregor, 910th Airlift Wing commander, along with Staff Sgt. Mark Chapman, Tech. Sgt. Anthony Ezell, 1st Lt. Alan Julian, Master Sgt. Randi Baum, Master Sgt. Jennifer McKendree and Staff Sgt. Terri Morrison, all members of the 910th Airlift Wing, were among the wing participants in the 10k run during the 2008 U.S.A.F. Marathon held September 20 at Wright-Patterson Air Force Base, Dayton, Ohio.

Master Sgt. Jeff Burke, First Sergeant of the 76th Aerial Port Squadron ran the 26-mile 12th Annual USAF Marathon in 4 hours and 27 minutes, even while wearing a backpack bearing patriotic messages. More than 25 members from the wing ran in the 10k, the half marathon and marathon events held just outside the National Museum of the Air Force.



Courtesy Photo

The YARS Open House Photo Album

It had been 22 years since the gates of Youngstown Air Reserve Station were open to the public. Months of planning went into organizing this event and although the weather tried to put a damper on the day, spirits ran high among the estimated 50,000 attendees. The 910th Airlift Wing and the YARS Base-Community Council played host to visiting military aircraft, historic War Birds, a traveling 60th Anniversary Berlin Airlift exhibit, a variety of hangar displays, the best in area food vendors and the highly anticipated 400 mile per hour runway demo by the Air

Force Reserve's Jet Car Show. Everyone assigned to the air station played a big part in making this a historic, unforgettable happening and their help along with that of area businesses, law enforcement as well as county support agencies and the staff at the Youngstown-Warren Regional Airport was invaluable to the success of the Open House. Plans are forming for "Thunder Over the Valley," the station's first air show since 1986. Many thanks to everyone for their involvement in this year's event. Enjoy the photos from a very special day...



Photos by Senior Airman Clinton Kline

Vince Flask, Warren City Councilman, presents Col. Karl McGregor a city council resolution honoring the YARS Open house and the 60th Anniversary of the Air Force Reserve...

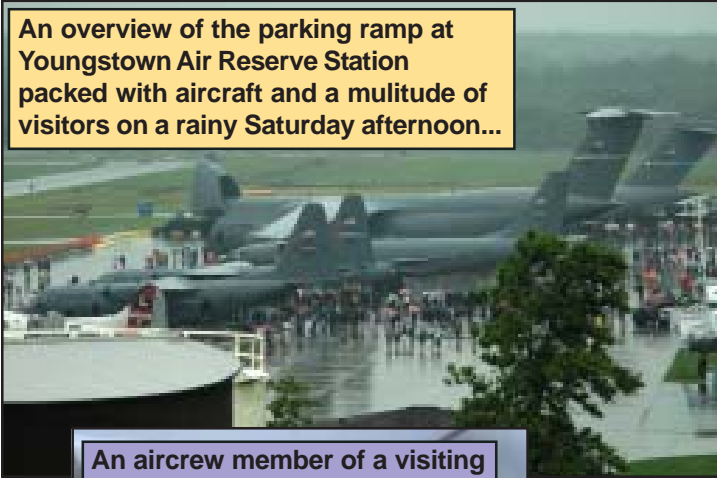


The Greenville High School Steel Drum Band brings a taste of the tropics to a rainy day in Northeast Ohio...



Members of the 910th Airlift Wing work through the rainy weather to ensure visitors to YARS enjoy their day at the Open House...

Photo by Staff Sgt. Jim Brock



An overview of the parking ramp at Youngstown Air Reserve Station packed with aircraft and a multitude of visitors on a rainy Saturday afternoon...



Members of the 910th Airlift Wing talk with members of the Yankee Air Force in front of the B-17 bomber "Yankee Lady" shortly after its arrival at the Youngstown-Warren Regional Airport...

Photo by Tech. Sgt. Bob Barko Jr.



An aircrew member of a visiting F-15 Strike Eagle jet fighter talks with visitors attending the YARS Open House...

Photo by Mr. Eric White



YARS Hangar 305 was swinging with the sounds of the Band of the Air Force Reserve Jazz Ensemble...

Photo by Tech. Sgt. Bob Barko Jr.

More Open House Photos...

The Youngstown Area Community Concert Band entertains YARS Open House attendees throughout the morning from the event stage...



Photo by Tech. Sgt. Bob Barko Jr.

Tech. Sgt. Walter Tringhese, assigned to the 910th Munitions Shop, watches as an Open House visitor looks over an inert bomblet at the shop's display in YARS Hangar 302...



Photo by Tech. Sgt. Bob Barko Jr.

1st Lt. "Loco" Lopez, pilot of a visiting F-15 Strike Eagle jet fighter, talks with a youth attending the YARS Open House...



The Band of the Air Force Reserve Jazz Ensemble entertains the crowds gathered in Hangar 305...



Photo by Tech. Sgt. Bob Barko Jr.

Staff Sgt. Edward Peggs III, an Airman assigned to the 910th Life Support Shop, helps an Open House visitor try on a parachute...



Photo by Mr. Eric White

Photo by Tech. Sgt. Bob Barko Jr.

The rainy Northeast Ohio weather did not deter visitors to the air station from checking a KC-135 Stratotanker aerial refueling aircraft...



Photo by Mr. Eric White

More Open House Photos...

A walk through the massive C-5 Galaxy cargo transport visiting YARS from Wright-Patterson Air Force Base was on the "to-do" list of Open House visitors...



Photo by Mr. Eric White

A line of Open House attendees wait to walk through the C-17 Globemaster Cargo Transport...



Photo by Mr. Eric White



A line of Open House guests wait to climb aboard a 910th Airlift Wing C-130 Hercules cargo transport under clearing skies late in the day at YARS...

Photos by Tech. Sgt. Bob Barko Jr.



Visitors to YARS check out an F-15 Strike Eagle jet fighter on display at the Open House...



The Youngstown Area Community Concert Band conducts business to kick off the YARS Open House...



Photo by Mr. Eric White

Visitors to the Open House take in a game of miniature golf courtesy of the USO of Northeast Ohio in Hangar 305 at YARS...



Photos by Tech. Sgt. Bob Barko Jr.

The Jazz Ensemble of the Band of the Air Force Reserve “blew the doors off” of Hangar 305 as the headliners for the YARS Open House entertainment line up...



Photos by Tech. Sgt. Bob Barko Jr.



A steady rain did not deter visitors to YARS from taking in all of the sights offered at the Open House...

Photo by Mr. Eric White

As other guests look on, a young Open House attendee checks out the view from an armored vehicle on display at YARS ...



Photo by Staff Sgt. Jim Brock



A visitor to the Open House checks out a space suit on display in the NASA Lewis Research Center exhibit in Hangar 302 at YARS...

Photo by Staff Sgt. Jim Brock

Retired Major General Richard Bodycombe, a member of the Yankee Air Force and former Berlin Airlift pilot; Bill Braack, driver of the U.S. Air Force Reserve jet car and Master Sgt. Randi Baum, a 910th recruiter talk during the Open House...



The 910th Security Forces Squadron introduced their new bike patrol at the YARS Open House ...



Illustration by Tech. Sgt. Bob Barko Jr.

YARS Family Day...

Sunday, September 14, Family Day at YARS was a sunny day filled with family-friendly fun, Open House Sponsor War Birds flights and a fast jet car demo. The event was the best attended in recent memory.

Col. Karl McGregor, 910 Airlift Wing commander, presents a "Proud Military Child" coin to the child of deployed wing member during Family Day activities...



Photos by Senior Airman Clinton Kline

Col. McGregor and Command Chief Troy Rhoades pose with a group of children of currently deployed wing personnel as they show off their "Proud Military Child" coins during YARS Family Day activities...



Open House Sponsors had the chance to fly aboard as historic B-17 or B-25 bomber as a "thank you" for making the event possible...



Photo by Tech. Sgt. Bob Barko Jr.

Photo by Tech. Sgt. Bob Barko Jr.

On your mark. Get Set. Go! Capt. Amy Johannsen drops the flag that launches the 400 mile per hour U.S. Air Force Reserve Jet Car demo down the YARS runway....

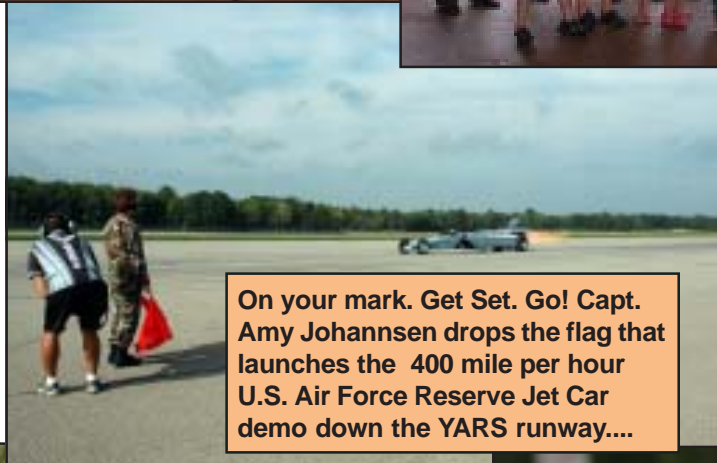
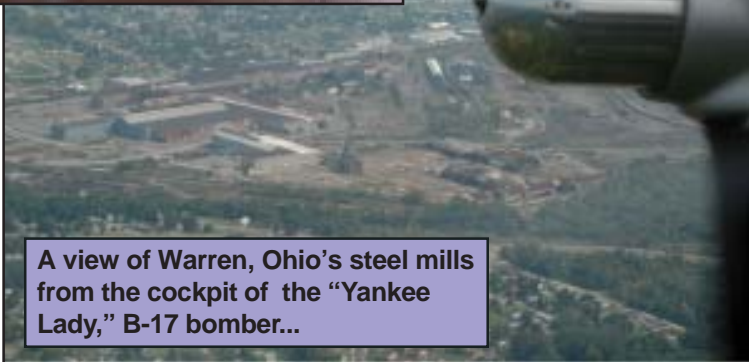


Photo by Capt. Brent Davis

A view of Warren, Ohio's steel mills from the cockpit of the "Yankee Lady," B-17 bomber...



Fun was the order of the day for YARS personnel and their families throughout event activities...



Kayla Potkonicky, age 11, daughter of Master Sgt. Bridgitte Potkonicky, was the winner of the YARS Family Day fishing Tournament...

Photo by Senior Airman Clinton Kline



Photo by Senior Airman Clinton Kline

YARS Base-Community Council President Paul O'Brien checks out the view of Northeast Ohio from his seat in the B-25 bomber "Yankee Warrior."



Photo by Staff Sgt. Jim Brock

All's Well that End's Well

Training and Teamwork Prevent Disaster for Crew of Vader 24

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

While the evening of June 19, 2008, started out as normal as any other for the crew of the 910th Airlift Wing's Aircraft 3024, it soon changed into a night that none of them would ever forget. The five man crew was returning from the first leg of a standard local training mission when something out of the ordinary on the control panel of their C-130H indicated that the rest of the flight would be far from routine.

The crew of tail 3024, or "Vader 24" as they are known by their radio call sign, made up of Aircraft Commander Maj. Eric Bishop, Instructor Pilot Capt. Jay Ference, Navigator Capt. Mike Gassman, Flight Engineer Tech. Sgt. Tim Frease and Loadmaster Staff Sgt. Scott Francesangeli, were all preparing for the approach toward Youngstown Air Reserve Station after returning from the low level air drop route out over the Ravenna Arsenal.

The plan for the mission called for the crew to fly in a two-ship formation on the route over the drop zone, return to the base on a low level approach, lower the aircraft landing gear to simulate a landing, raise the gear and head back out toward Ravenna for another pass over the drop zone. It was around 7 p.m. and everything was going as planned. On the flight deck, Capt. Ference lifted the landing gear handle to raise the aircraft's gear and waited for the giant wheels to pull back into the C-130's underbelly as he had done countless times before. However, as he watched the aircraft's instrument panel, he suddenly realized that this time something was wrong.

"When the gear went to retract, I knew there was a problem," said Capt. Ference.

Sgt. Frease noticed the landing gear indicator panel from his position in the flight engineer's seat too.

"The indicator light (read that) the right main (gear) stayed down," said Sgt. Frease. He relayed his concerns to his crewmates over the plane's radio intercom system.

"I think we have a gear malfunction," Sgt. Frease said.

Meanwhile, in the cargo area of the Hercules, Sgt. Francesangeli also realized that something didn't sound right with the aircraft.

"I heard a metal on metal sound," said Sgt. Francesangeli.

Upon realizing they had a problem with the landing gear, Maj. Bishop and Capt. Ference pulled the aircraft out of the two-ship rotation and started a high orbit, or circling, of the airfield at YARS. They also radioed the other plane in the formation and the Supervisor of Flying (SOF) desk on the ground to tell them of the trouble they were having on their now-damaged aircraft.

Capt. Ference said once the SOF desk received the call from Vader 24, they started working as an intermediate between the aircraft and base operations. He said personnel on the ground also started to "break out the books," C-130H technical manuals.

Suddenly, a routine training mission became a mission to survive.

Everyone aboard the 54,000 ton aircraft had an involuntary image in their heads of the infamous video tape showing a C-130's fiery crash as it attempted a landing on only one of its main landing gear. The crew of Vader 24 now faced an eerily similar situation but they were bound and determined that their aircraft and crew would not suffer a similar fate. They needed to figure out how to lower the plane's right main landing gear.

Every flight crew member is trained what to do in an emergency situation. It's ingrained in their being, but just like car insurance, they hope they never have to use it. However, this aircrew now had to pull together and work like a well-oiled machine to save themselves and their suddenly crippled ship.

"I never saw (anything like) it before, the gear was (stuck) half way down," said Capt. Gassman.

As the aircraft continued to circle around YARS, the crew of Vader 24 was working together to use hours of training in a real world situation. In the C-130's cargo compartment, Sgt. Frease and Sgt. Francesangeli began pulling back the soundproof padding and removing the bolts securing the main landing gear access panel cover. After the cover was removed, Sgt. Frease peered into the panel and saw at once what had caused the landing gear of the mighty Hercules to fail.

"The vertical torque tube came off in my hands," said Sgt. Frease.

The flight engineer knew the aircraft suffered a mechanical failure and headed toward the front of the aircraft with the damaged long silver tube in hand to show the flight crew what he had discovered. Meanwhile, while the engineer and loadmaster labored in the cargo compartment, other activity was continuing around them.

"(We were) going into checklists and manuals," said Capt. Gassman, recounting how the crew worked step by step through the procedures set



Photo by Senior Airman Clint Kline

Capt. Mike Gassman, Capt. Jay Ference, Staff Sgt. Scott Francesangeli, Maj. Eric Bishop watch as Tech. Sgt. Tim Frease demonstrates using a breaker bar to hand crank the right main landing gear, of their aircraft tail number 3024, to the down position. Sgt. Frease, Capt. Gassman and Sgt. Francesangeli took turns working the breaker bar to lower the landing gear after a mechanical failure prevented lowering the gear by any other means. It took the air crew two hours and twenty minutes to lower and secure the gear so they could safely land the C-130H at Youngstown Air Reserve Station.

forth by the Air Force on how to deal with this type of situation.

"During an emergency, everyone is assigned a responsibility," said Maj. Bishop, the commander of the broken aircraft. While the crew relayed what was happening in the aircraft circling above the air station to the ground, the SOF desk was in contact with Lockheed-Martin, the manufacturer of the C-130H Hercules aircraft. The crew and people on the ground, working together as a team, were about to institute a multi-step process to lower the aircraft's damaged landing gear.

"We wanted to come up with our own plan and make sure it checked out," said Capt. Ference.

The crew double-checked their idea with the flight supervisors on the ground and with the aircraft manufacturer and then set to work. The first thing

to attempt was manually lowering the gear from a station in the cargo compartment. It didn't take very long to discover that this was not going to lower the wheels.

The crew then attempted to let nature work for them in a procedure called a gravity fall. This involves disconnecting the damaged landing gear from the hydraulic system that raises and lowers it during normal operations. Meanwhile, on the ground, the 910th Fire Department dispatched their crash trucks to stand by, preparing for whatever might happen when the crippled C-130 touched down on the air station runway. Back aboard the C-130, the crew was running out of options. The gravity fall did not work. The crew of Vader 24 had one last procedure at their disposal. This was to use a breaker bar to hand crank the gear to the down position. If this did not work, they would have to land the aircraft with the broken gear still in the up position. No one on the plane or on the ground wanted to think about this possibility but it was there nonetheless, like the proverbial elephant in the corner of the cockpit.

"This was our last stop before a gear-up landing", said Sgt. Frease.

In theory, it takes 330 turns of a wrench-like breaker bar stuck into a connection called a companion flange to lower a main landing gear of a C-130H Hercules cargo transport aircraft. The only drawback to the theory is the access door to the companion flange only allows for an eighth of a turn at a time. So, that turns 330 turns into 2640 eighth turns to lower the massive wheels into the down position.

Capt. Gassman, Sgt. Frease and Sgt. Francesangeli took turns working the breaker bar to crank the gear. The process was grueling work and seemed to take an eternity. The landing gear are mounted on giant 3-foot screws and to the trio laboring to lower the wheels, the screws didn't look like they were moving at all.

"It only moved a couple of inches in an hour," Sgt. Frease said.

Meanwhile, in the cockpit, Maj. Bishop and Capt. Ference worked the controls of the aircraft to keep it in its high orbit above the air station and also "apply G's" to help the force of gravity make the damaged landing gear drop. Fortunately, for the crew of Vader 24, it was just a few days before the first day of summer meaning it would still be possible to land the plane in daylight and long before the aircraft's fuel situation would become critical regardless of whether or not they could lower the gear.

Back in the cargo compartment, the three members of the aircrew working to lower the broken gear caught a break, literally. The weight of the huge wheels finally caused the jammed mechanism to work loose and the gear began to fall towards the down position.

"Once the gear broke loose, (we) pulled back (the breaker bar) and gravity did its thing," said Sgt. Frease.

Even with the power of nature pulling on the landing gear, it still took 20 minutes for the wheels to lower completely into the locked down position. Once the damaged gear was down, per emergency procedure, it was secured to the other main landing gear with large chains running across the cargo compartments.

"It took about 45 minutes for three of us working as a team to chain the gear together," said Capt. Gassman. He said his training as a former loadmaster helped him work with the other crew members to complete the task at hand. "That (loadmaster) training kicked in, you don't forget that," Capt. Gassman said.

After the landing gear were secured, the crew of the C-130 climbed back onto the flight deck to prepare for an emergency landing. Maj. Bishop and Capt. Ference started the aircraft into its final approach. They planned to feather, or shut down, the number four or outside propeller on the right side of the plane, just above the damaged landing gear, as soon as they landed.

Within five seconds of the aircraft wheels touching the runway, an unsafe gear indicator went off on the instrument panel. The damaged gear had retracted between six and eight inches when it hit the ground. While that doesn't sound like a big amount, it was very noticeable in the cockpit.

"(That gave me) a moment of pause," said Sgt. Frease.



Photo by Senior Airman Clint Kline

The air crew of Vader 24 (from left, Tech. Sgt. Tim Frease, Staff Sgt Scott Francesangeli, Capt. Jay Ference, Maj. Eric Bishop and Capt. Mike Gassman) stand in front of the repaired and fully functional 910th Airlift Wing's tail 3024 on July 11, 2008. The aircrew training each Airman received plus their ability to function as a team prevented a likely disaster when a mechanical failure caused a main landing gear on the cargo aircraft to fail to lower. The crew was able to work together while following established procedures to manually lower the gear and land safely at YARS.

As soon as the C-130 rolled to a stop, about 9:20 p.m., two hours and twenty minutes after their original approach to the air station, the crew exited the aircraft using emergency egress procedures.

"We feathered the props, pulled the five fire handles for the props and the APU (Auxiliary Power Unit), made the emergency radio call, hit the alarm and got out of there," said Capt. Ference.

Once they were on the ground and off the aircraft, the crew had a chance to breathe a collective sigh of relief and reflect on the past couple of hours.

"It seemed to last forever, (it is) a big relief (that it's over)" Capt. Ference said of the in-flight emergency.

Although it took a long time to work through all of the checklists and procedures, Vader 24's flight engineer noted in any situation, especially an emergency, it's important to do things correctly.

"It's more important to be accurate than fast," said Sgt. Frease.

The crew all agreed that their crew training and teamwork was invaluable in the situation they faced aboard the damaged C-130.

"Everybody really came together, it really worked smoothly, it all worked out," said Maj. Bishop.

Vader 24's navigator agreed with the aircraft commander.

"It all comes together with training," said Capt. Gassman.

As far as the future, all of the crew members were ready to climb back aboard one of the 910th's C-130's for their next mission. Vader 24's instructor said what happened to the aircraft was a rarity.

"(This kind of mechanical failure is) very unheard of for a C-130," Capt. Ference said.

"It's a great asset to the 910th that the crew training worked (for us)," said Capt. Ference.

The aircrew members of the Air Force Reserve are made up of Traditional Reservists and Air Reserve Technicians, and regardless of whether they work on their aircraft full-time or part-time, they all receive the same training and learn to work together as a team. In a situation like the one that developed aboard Vader 24 on that late spring evening, that can make the difference between working through and learning from a real-world emergency or recovering from a terrible disaster.

Fire Department gets a facelift

Tech. Sgt. Dennis J. Kilker Jr.
910th AW Public Affairs

What was old is now new.

Talk to a firefighter here and you'll likely get a similar statement.

The 910th Fire Department has recently undergone an extensive remodeling that includes more space for offices, personnel and vehicles.

A long time coming, the \$1.4 million in renovations should place the personal accommodations on par with many other Department of Defense fire stations. The first of a three-phase renovation schedule, the focus was improving quality of life for personnel working a 24-hour shift at the fire department.

The \$1.4 million extension encompassed the new sleeping quarters, the new carpet and the stall extension, said Russell L. Rowley, the 910th fire chief.

The biggest highlight of the station upgrade was the addition of individual bunkrooms. Firefighters now can leave their lights on and read or watch television late into the night without having to worry about keeping other firefighters awake. Previously, firefighters slept in a partitioned, open-bay style bunkroom offering little in the way of privacy.

Appealing as the new individual bunkrooms may be, the kitchen renovations included in this phase of construction are equally appetizing. Another stainless steel refrigerator and two-door freezer has been added along with a commercial gas oven and multi-burner stove and griddle. Now, each shift has their own refrigerator which now allows enough space for shift personnel to comfortably store their lunch and evening meals and a stove capable of preparing numerous meals simultaneously.

Another highlight of the kitchen renovation is the arrival of the new tables. Brilliant red tables cut in the shape of a firefighter's badge, known as the Maltese cross replace the slightly less exciting round tables.

The fire department originally occupied building 400, which is now the security forces building. With the addition of more aircraft and more fire apparatus, a larger building was needed. So, in 1974 the fire department moved into building 402. With its increased size for personnel and vehicles, the new building looked a lot more appealing than the old building.

With the recent addition of a brand new T-1500 Striker, a crash fire truck carrying 1,500 gallons of water, along with the 3,300 gallon P-

23, the fire department has a couple of gargantuan vehicles the station now has the room to house comfortably. The station is also slated to trade one of its fire engines for a 75-foot ladder truck and trade out one of its 1,000 gallon crash trucks for another Striker. The 1,000 gallon crash truck, known as the P-19, is the most commonly deployed fire truck and is expected to aid the Iraqi war effort. Also expected in the upcoming year is the delivery of a new hazardous materials vehicle known as a P-31.

The fire department currently has 13 vehicles in its inventory including the chiefs' and command vehicles.

With all of the work done to the station thus far, it is hard to imagine only being done with the first phase of construction. In the next phase, the alarm room will be enlarged and updated. There will also be more available office space that should help make the building seem a little less crowded from the infusion of Air Force



Photo by Tech. Sgt. Dennis J. Kilker Jr.

New home away from home: Firefighters of the 910th Airlift Wing received some badly needed improvements in the form of extended vehicle capacity. A bit of personal space was also added as individual bunkrooms have replaced the antiquated open-bay style bunkroom. More office space and an updated Fire Alarm Control Center will be included in the next phase of the building upgrade.

personnel during a UTA weekend. During the month, the fire department is manned by civilian fire fighters. On UTA weekends, the Air Force Reserve comes in and forms a partnership of sorts with the civilian firefighters. The civilian firefighters help the Reservists with their qualifications, in return the reservists sometimes help fill manning shortfalls. The Air Force Reserve is slated to take ownership of three additional offices.

While a 24-hour shift can still feel like a long day, at least now having a home away from home that provides a bit more in the way of comfort might make the passage of time seem not as long.

What was old is indeed now new.

757th seeks entomologists

The 757 AS is currently looking for qualified entomologists to fill several vacant slots in the aerial spray flight. The primary tasking of the aerial spray flight is to ensure troop protection from insect-borne diseases by the aerial application of pesticides. Entomologist duties include identifying target pests, defining areas to be aerial sprayed, prescribing treatment rates and chemicals to be applied, and accompanying flight crews on spray missions to ensure proper pesticide application. Minimum qualifications to join this career field are a master's degree (M.S.) in biology from an accredited university, with a thesis in entomology. Interested parties with a bachelor's degree in biology are encouraged to contact the members below to discuss a qualifying educational path.

For more information, contact Maj. Mark Breidenbaugh at 330-609-1965 or Maj. Karl Haagsma at 330-609-1412.

Eagle's Nest Lodge "Name That Suite" Contest Winners

The Eagle's Nest Lodge staff recently held a contest to name five Distinguished Visitor Suites in the new facility. The contest, which was designed to name and decorate the suites, was open to all Reservists, Air Reserve Technicians and Civilians assigned to Youngstown Air Reserve Station. Entrants were permitted to submit more than one suggestion for a theme. The winners of the contest each received a \$25 Visa gift card. A ribbon cutting ceremony for the Eagle's Nest Lodge is scheduled for 10 a.m. on Saturday, November 1. The suites will be decorated to reflect the selected themes. The selected themes for the suites and the winners of the contest are as follows:

Birthplace of Aviation Suite

Chad Brown, Civilian, 910th Airlift Wing Safety Office

Hercules/C-130 Suite

Senior Master Sgt. Marc See,
David Thayer, Civilian, 910th Civil Eng. Environmental Office
Tech. Sgt. Robert Earl, 910th Operations Support Squadron

History of the 910th Airlift Wing Suite

Col. Daryl Hartman, 910th Operations Group
Master Sgt. Ken Sloat, 910th Airlift Wing

Youngstown/Steel Town/ General Motors Suite

Col. Daryl Hartman, 910th Operations Group
Tech. Sgt. Bob Barko Jr., 910th Airlift Wing
Maj. Ray Gale, 910th Airlift Wing
Darlene Hewitt, Civilian, 910th Security Forces Squadron

Wine/Tuscan Suite

Col. Daryl Hartman, 910th Operations Group

Master's Degree Tuition Assistance increased

Effective October 10, 2008, the tuition assistance rate for Air Force Reserve Command funded Master's Degree programs increased from 75% to 100%. The caps for the program are \$250.00 per semester hour and \$166.66 per quarter hour with a fiscal year cap of \$4500.00 per member. TA payment is not retroactive. If you have any questions regarding this program, please direct them to Command POC, Master Sgt. W. Clayton Miller, AFRC/A1TS at DSN 497-0384.

Free YMCA for families of deployed Reservists

The Defense Department recently signed a new contract with the National YMCA that will provide free family YMCA memberships to families of National Guard or Reserve members at the more than 2,000 participating centers in local communities.

Beginning in October, free family memberships will be available for 18 months — while the servicemember-spouse is deployed — and for three months before and after the deployment.

YMCAs offer fitness centers with free child-watch while the parent works out, as well as family and youth programs, swim lessons, personal development classes and more.

Contact Jean Cole, Airman and Family Readiness Office at 330-609-1305 for more information.

Info Sessions for Airmen

The Airman and Family Readiness Office will host two information sessions on Sunday of the November UTA.

An area real estate agent will be on hand to answer Airmen's questions involving homebuying and the real estate market at 11 a.m. on Sunday, November 2.

A Tricare representative will be available at 2 p.m. to answer questions about the variety of programs that Tricare offers to military members and their families.

Both information sessions will take place at the Airman and Family Readiness Office, Room 103, Building 128 (Wing Headquarters). For more information on either session, call Jean Cole at 330-609-1305.

Service Dress for Awards

Effective September 30, 2008, all participants and hosts in awards and decoration ceremonies held at Air Force Reserve Command units will wear their service dress uniforms.

"Decoration ceremonies allow us the opportunity to recognize our Reservists for meritorious service, outstanding achievement and heroism. A formal and dignified event is necessary to preserve the integrity and value of the decoration being presented and the ceremony itself," said Maj. Gen. Allan R. Poulin, Vice Commander of Air Force Reserve Command.

Please direct any questions regarding this issue to Tech. Sgt. Cindy Williamson, Customer Service Branch, HQ AFRC/A1BB at DSN 497-0283.

NEWCOMERS

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

Maj. Jesse Cruz, 910th Medical Squadron
Maj. Franklin Kalon, 910th Medical Squadron
Maj. Robert Marchese, 910th Logistics Readiness Squadron
Capt. Kristina Mejia, 76th Aerial Port Squadron
Senior Master Sgt. William Cohoe, 910th Civil Engineer Squadron
Master Sgt. Diana Gonzalez, 910th Airlift Wing
Master Sgt. Michael Keith, 910th Medical Squadron
Master Sgt. Archie Richardson, 910th Maintenance Squadron
Tech. Sgt. Christopher Dipaola, 910th Communications Flight
Tech. Sgt. Kimelyn Hall, 910th Medical Squadron
Tech. Sgt. Trevor Sajdak, 910th Maintenance Squadron
Tech. Sgt. Stephanie Scott, 910th Mission Support Group
Tech. Sgt. Charles Sivik, 76th Aerial Port Squadron
Staff Sgt. Dickson Amoah, 910th Operations Support Squadron
Staff Sgt. Adam Johnson, 910th Medical Squadron
Staff Sgt. Nicholas Megyesi, 910th Security Forces Squadron
Staff Sgt. Jeremy Rodgers, 910th Maintenance Squadron
Staff Sgt. James Skelton, 910th Logistics Readiness Squadron
Staff Sgt. Nick Truman, 773rd Airlift Squadron
Staff Sgt. Steven Vacco, 910th Maintenance Squadron
Senior Airman Travis Newhart, 910th Civil Engineer Squadron
Senior Airman Kyle Knox, 76th Aerial Port Squadron
Senior Airman Kenya Smith, 910th Logistics Readiness Squadron
Senior Airman David Van Winkle, 910th Maintenance Squadron
Senior Airman Emily Whitmyer, 910th Maintenance Squadron
Airman 1st Class Stacy Agnew, 76th Aerial Port Squadron
Airman 1st Class Daniel Chrest, 910th Services Squadron
Airman 1st Class Christopher Matzye, 76th Aerial Port Squadron
Airman Jacquelyn Desmond, 910th Aircraft Maintenance Squadron
Airman Ashley Dudinski, 76th Aerial Port Squadron
Airman Arthur Green, 910th Security Forces Squadron
Airman Basic Scott Clokey, 910th Maintenance Squadron
Airman Basic John Guyer, 910th Security Forces Squadron
Airman Basic Seab Kail, 910th Security Forces Squadron
Airman Basic Dietrich Lutz, 76th Aerial Port Squadron
Airman Basic Ashley McNeily, 910th Medical Squadron
Airman Basic Andrea Molinatto, 910th Services Squadron
Airman Basic Joseph Nunnari, 910th Civil Engineer Squadron
Airman Basic Robert Robinson, 910th Maintenance Squadron

PROMOTIONS



Brain E. Murphy, 773rd Airlift Squadron
David M. Shufesky, 910th Security Forces Squadron



Christopher Bartels, 910th Aircraft Maintenance Sq.
Elizabeth K. Majors, 910th Medical Squadron
Joshua Prindle, 910th Security Forces Squadron
Beau C. Rude, 910th Operations Support Squadron
Matthew R. Wisnewski, 910th Maintenance Squadron



Dale L. Anderson, 910th Civil Engineer Squadron
Melissa A. Bolden, 920th Services Squadron
Clark A. Campbell, 910th Security Forces Squadron
Dale E. Cleugh, 910th Maintenance Squadron
Anthony Cresanto, 76th Aerial Port Squadron
Timothy A. Flynn, 910th Maintenance Operations Flt.
Daniel P. Michael, 910th Maintenance Squadron
Andrew D. Seger, 910th Security Forces Squadron
David A. Weems, 910th Aircraft Maintenance Sq.



Sierra N. Carter, 910th Operations Support Squadron
Richard C. Woolf, 910th Medical Squadron



Charles L. Palmer Jr., 910th Airlift Wing
Chadwick S. McIntosh, 910th Airlift Wing
Warren L. Ireland, 910th Airlift Wing
Gregory E. Hriczo, 910th Airlift Wing
Kaila J. Summers, 910th Operations Support Squadron



Curtis W. Johnson, 76th Aerial Port Squadron
Joseph J. Nunnari, 910th Civil Engineer Squadron
Robert E. Robinson, 910th Maintenance Squadron
Kayla N. Wirick, 76th Aerial Port Squadron

Editor's Note: In the September Promotions, Master Sgt. Geoffrey A. Crowe's unit was incorrectly listed as 910 Security Forces Squadron, he is assigned to 76th Aerial Port Squadron.



The **2008 Combined Federal Campaign** has kicked off!
Please call
Capt. Wendy Prokop
at **330-609-4018** to
get involved!

Practice makes perfect for 910 Firefighters



Photo by Tech. Sgt. Dennis J. Kilker Jr.

Firefighters assigned to the 910th Civil Engineer Fire Department turn a hose on a fire inside the mock aircraft fuselage located at the Youngstown Air Reserve Station on Sunday of the October UTA. The firefighters, dressed in their crash gear, are completing their annual firefighting qualification requirements. The fuselage is part of the station's fire training area. The area, known to those assigned to YARS as the "burn pit," contains the propane-fueled aircraft frame that can burst into flame at

the flick of a switch. This allows the firefighters to practice containing a live fire aboard an aircraft as well as practice extracting personnel from a burning airframe while the situation remains under the complete control of personnel running the training scenario. The "burn pit" also contains a "smoke house" that allows firefighters to practice rescuing occupants from a smoke-filled structure as well as a tower used to practice the firefighter's rappelling skills.

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