



AIRSTREAM

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910TH COMMANDER



Col. James Dignan

PUBLISHER

The 2014 Airstream Almanac is the inaugural annual publication chronicling the mission of the 910th Airlift Wing. It continues the nearly 60 year tradition of the unit's Airstream magazine and heritage publications. All photos are U.S. Air Force photos unless otherwise noted. The opinions of contributors do not necessarily reflect those of the U.S. Air Force.

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On the Cover

910th Airlift Wing Tail 3024, a U.S. Air Force Reserve C-130H Hercules tactical cargo aircraft, rolls down a taxiway near the flightline of Youngstown Air Reserve Station, Ohio, June 22, 2013. This aircraft, along with its seven sister ships just completed an 8-ship airdrop mission over the 910th's drop zone in nearby Ravenna, Ohio. The 910th Airlift Wing's aircrews and ground support personnel continually train to carry out their mission to Deploy • Deliver • Defend and accomplish their vision of being an Operational Force for Rapid Global Mobility with integrated and sustainable capabilities supporting our National Security.

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Col. James D. Dignan
910th Airlift Wing Commander



Chief Master Sgt. Steven M. Larwood
910th Airlift Wing Command Chief

AIR FORCE CORE VALUES

“True quality is embodied in the actions of Air Force people who take decisive steps to improve processes and products; who capitalize on quality as a leverage tool to enhance products, achieve savings, and improve customer service; and who exemplify our core values of integrity first, service before self, and excellence in all we do.” — General Ronald R. Fogleman

A true Airman, Gen. Fogleman became the first graduate of the Air Force Academy to rise to become the Chief of Staff of the Air Force. During his tenure as the Chief of Staff, he introduced a simplified code of conduct for all Airmen which is still in use today... our Air Force Core Values.

Integrity first, Service before self, and Excellence in all we do. These are the Air Force Core Values. Study them, understand them, follow them and encourage others to do the same.

It all starts here. The Core Values characterize all members of the Air Force family; officer, enlisted, and civilian; active, reserve, and retired; senior, junior, and middle management; civil servants, uniformed personnel, and contractors. They are for all of us to read, to understand, to live by, and to cherish. The Core Values go beyond the minimum, they represent what it takes to get the mission done in the Air Force and to inspire each of us to do our very best at all times.

INTEGRITY FIRST

“Integrity is doing the right thing, even when no one is watching.” — C.S. Lewis

This is the basis for everything we do, the willingness to do what is right... even when no one is looking. Integrity is our moral compass, the inner voice, the voice of self-control and the basic conviction required of every Airman. If we lack integrity and are dishonest with each other, we will fail ourselves, our families and the Air Force. Remember, as an Airman representing our great country, there is never truly a time when no one is looking.

SERVICE BEFORE SELF

What does service before self really mean in our day-to-day lives? My father always told me, “Anything worth doing... is worth doing right.” He never mentioned a reward. Not because it wasn’t possible, but because my integrity should compel me to do my best at anything I do. So my challenge to you is, make the commitment to go through life doing the best you can at everything you do and never look back. The rewards will come. If they don’t, you can still hold your head high knowing you’ve played the game how it was intended to be played.

Try to think of service before self at its core to mean our professional duties will always take precedence over our personal desires. However, it also reminds us a good leader always places the needs of their Airmen ahead of his/her personal comfort. Likewise, professionals always understand every rule has a reason for its existence. The default position must always be to follow every AFI or rule unless there is a clear, operational reason for refusing to do so.

EXCELLENCE IN ALL WE DO

Every job is important, every single one. What I expect from myself, you, and your fellow Airmen is to be 100% Air Force while on duty. Strive to be the best at your station, as I will at mine. When the best you have falls short, you must push the extra mile and expand your capability. Embrace every opportunity to work smarter. Benchmark from other proven systems, if it worked well at your old job it most likely will work well here. Success breeds success.

What lies at the core of our being determines who we are and what we are able to achieve. As the old saying goes; “If you do not stand for something, you will fall for anything.” When Maj. Gen. James Bankers was serving as the Wing Commander, here at Youngstown ARS, he put three words on the door of our Base Operations leading out to the flight line: “Pride, Attitude, and Integrity.” This motto has proven to be highly effective in capturing our Wing’s common spirit in support of those values we hold in common with all Airmen. These words still welcome us today as we drive onto the base or go out to the flight line. So the next time you see the sign, please take a moment to pause and reflect on the meaning behind our YARS motto and on our Air Force Core Values as well.

Thank you for all you do.

James D. Dignan

I hope you are having an outstanding Air Force day! If not...get out there and see your people. It will wake up your inner Airman and theirs. “Look, coaching is about human interaction and trying to know your players. Any coach would tell you that. I’m no different” — Bill Parcells

At almost every retirement ceremony we attend, we hear the guest of honor refer to all of us as their “military family”. Think about what a powerful statement they are making because of their affiliation with all of us. Think about the amount of time we spend together in our work and social lives and the amazing things we accomplish when many times the odds are stacked against us. We can accomplish this not just because we are “family,” but because we take the time to know each other so well. Think for a moment about your immediate family and how you know when they are feeling good or when something just isn’t right. You can see it and feel it, even when it isn’t verbalized or noticeable. This is possible because of the connection you develop and maintain with your family. Now, imagine if you applied that same principle to your military family. You would be more in tune with your Airmen and your superiors and know when they might be struggling with something that is affecting them personally or their work performance. Good Wingmen know the inner Airman of their people.

In 1963, Dr. Milgram conducted an experiment. In this experiment, volunteers were brought in to control a device that delivered shocks. On the other side were scientists (who the volunteers thought were other volunteers) receiving the shocks. The volunteers would ask a question, and if the person got it wrong, they would give them a shock. The strength of the shocks would continue to increase as the questions went on, up to and including dangerous levels. In reality, the scientists were not receiving any shocks at all; they would just act as though they were. In some instances, the scientists were in the same room; in some, they were in another room where the volunteer could see them; and in others, the scientist was in a room where the volunteer could only hear banging on the wall. What the experiment revealed was the more distance between the volunteer and the scientist, the more likely they were to keep shocking them right up to and including dangerous levels. The distance caused those delivering the shocks to be desensitized to the pain of those receiving the shocks.

What this teaches us as leaders is that we need to be out with our Airmen. We need to know what their environments are like. What their struggles are like. What their needs are. We can’t adequately set them up for success and properly represent them in meeting their needs if we don’t know what they are. The more removed from their situation you are, the more likely you are to not fully understand it, and worse, be desensitized to it.

Knowing someone living in difficult conditions is one thing. Being the person living in those conditions is a whole different thing. Understanding the need for more cold weather gear is easier to comprehend outside with your Airmen than it is behind your desk in your heated office that is often so warm you have the window cracked open. Spend time with your Airmen, be a Wingman, see what it’s like to be in their shoes on a daily basis. Go prepare a meal. Show up for an O-dark thirty shift turnover. Take out the trash. Sweat a little on the flight line. The more you know about your Airmen and their environment, the more you will understand their needs and how to lead them effectively.

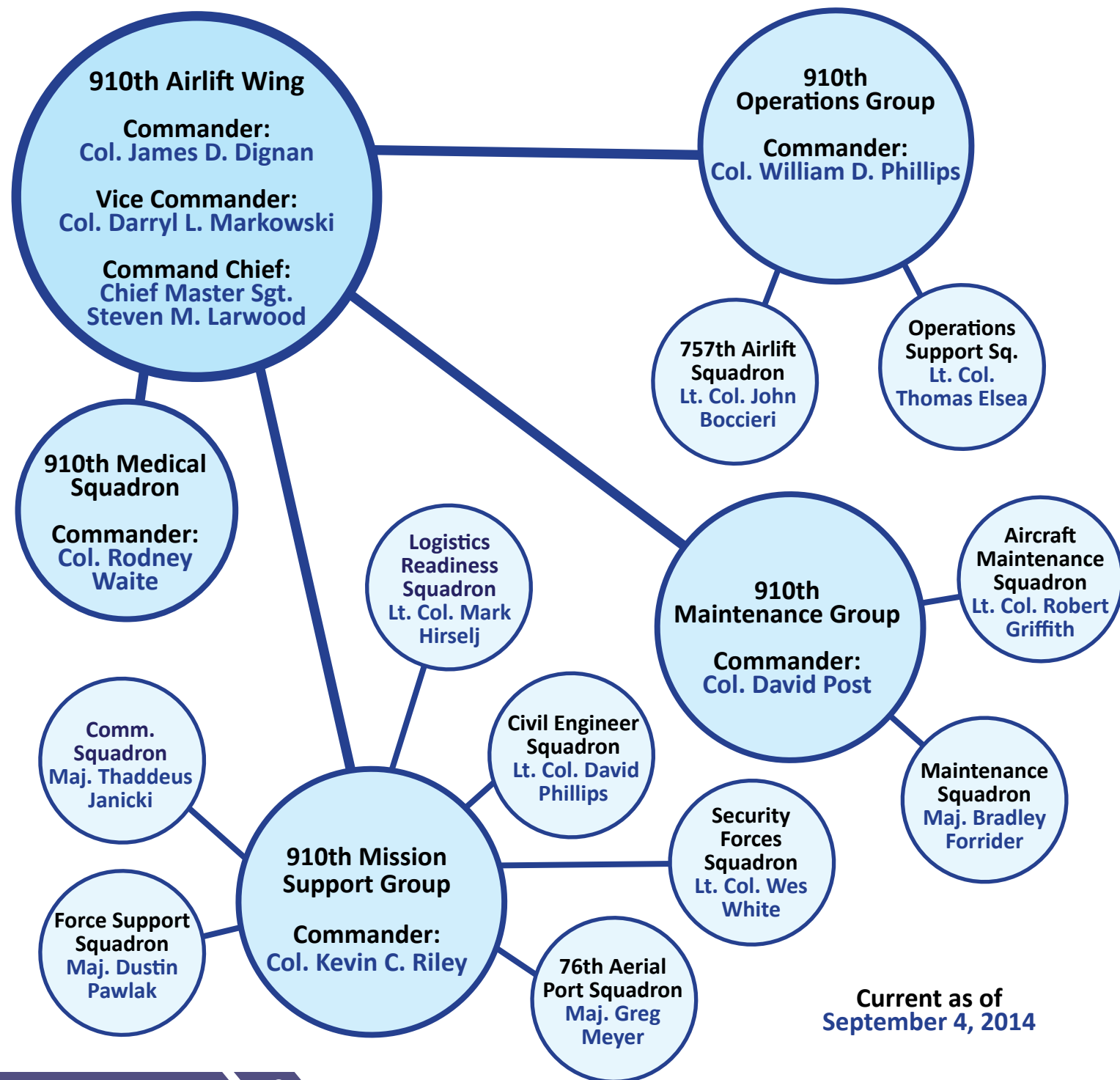
Another way to look at this is to think about building a wheelbarrow... A wheel is a really amazing thing. It rolls, maybe it bounces, it has a lot of potential but by itself it has very little use. Now if you combine that wheel with some rods and a container you get a wheelbarrow. A tool that is capable of performing a large number of tasks, and has had an enormous impact on the construction of almost everything you see around you.

You see, often we put a bunch of “wheels” together in an office or on a team and expect things to happen. What we should do is put complimentary parts together in an office or on a team to accomplish tasks. How do we do this? Get to know your Airmen. We can be in the same career fields but have different skillsets. Some of us are naturally better at some tasks than others. Some people may have creative skills that can develop new procedures. Some have great attention to detail to make sure all the commas and periods are in the right spot. Some of us are great at working with budgets and make sure we have cash to finish the project. Some of us can see the big picture and make sure all the tasks are coming together to complete the whole project.

The point is if you get to know your Airmen and their strengths, you can team them up to augment one another and accomplish great things. A bunch of wheels are just a bunch of wheels, but if you combine them with other parts...now you really have something, and that can make all the difference! Something to think about...

Steve Larwood

We Are Youngstown



Col. James D. Dignan
910th Airlift Wing
Commander



Col. William D. Phillips
910th Operations
Group Commander



Col. Kevin C. Riley
910th Mission Support
Group Commander



Col. David C. Post
910th Maintenance
Group Commander



Col. Rodney M. Waite
910th Medical
Squadron Commander



Youngstown Air Reserve Station Snapshot

A summary of facts and figures



Deploy. Deliver. Defend.

The 910th Airlift Wing at Youngstown Air Reserve Station



910th Airlift Wing Mission

- Deploy • Deliver • Defend

910th Airlift Wing Vision

The 910th Airlift Wing is an Operational Force for Rapid Global Mobility with integrated and sustainable capabilities supporting our National Security.

Key Leadership

910th Airlift Wing

- Commander: Col. James Dignan
- Vice Commander: Col. Darryl Markowski
- Command Chief: Chief Master Sgt Steve Larwood
- Operations Group Commander: Col. William Phillips
- Maintenance Group Commander: Col. David Post
- Mission Support Gr. Comm. Col. Kevin Riley
- Medical Squadron Commander: Col. Rodney Waite

Navy Operational Support

Center Youngstown

Commander: Lt. Cmdr. Paul Mountel

Detachment 3 • Maintenance Company

Combat Logistics Battalion 453 • USMCR

Inspector/Instructor: Chief Warrant Officer 4 Mike Hudson

Manning

910th Airlift Wing

Traditional Reservists (excluding ARTs)	1399
Air Reserve Technicians (ARTs)	233
AGR/Active Duty	45
Civilians Assigned (excluding ARTs)	139
Total	1816

Marines

Active Duty	13
Traditional Reservists	103

Navy

Active Duty	8
Civilians	2
Selected Reservists (excluding mobilized)	71
Sailors Mobilized	14

Total YARS Manning 2027

Reservists by Unit

910th Airlift Wing	64
910th Operations Group	27
757th Airlift Squadron	154
910th Operations Support Squadron	36
910th Maintenance Group	3
910th Aircraft Maintenance Squadron	71
910th Maintenance Squadron	188
910th Maintenance Operations Flight	25
910th Civil Engineer Squadron	128
910th Security Forces Squadron	115
910th Communications Squadron	50
622nd Communications Flight (GSU)	32
910th Logistics Readiness Squadron	119
76th Aerial Port Squadron	153
910th Medical Squadron	155
910th Mission Support Group	5
910th Force Support Squadron	74

Aircraft

- 6 x C-130H2 Modified for Modular Aerial Spray System
- 3 x C-130H2.5

910th Airlift Wing Aerial Spray Mission

Aerial Spray Mission

The Department of Defense (DoD) tasks the 910th Airlift Wing at Youngstown Air Reserve Station (YARS), Ohio to maintain the DoD's only large-area fixed-wing aerial spray capability to control disease-carrying insects, pest insects and undesirable vegetation and to disperse oil spills in large bodies of water. Missions may be executed in combat areas, on DoD installations or in response to disasters/emergencies as declared by the President of the United States.

Aerial Spray Unit, Aircraft and Personnel

The 757th Airlift Squadron pilots, navigators, flight engineers, spray operators/loadmasters and entomologists conduct aerial spray missions using six C-130H aircraft equipped with the Modular Aerial Spray System (MASS). These systems are maintained by 910th MX support personnel assigned to the spray mission. YARS houses one of four EPA-approved Training Centers for DoD Pesticide Applicator Certification serving both the continental U.S. and overseas DoD pest management facilities.

Key Aerial Spray Missions

2005, the destruction and debris resulting from the aftermath of Hurricanes Katrina and Rita created prime breeding grounds for mosquitoes and filth flies putting the displaced populations and rescue workers at risk of vector-borne illness: Supporting FEMA, treated 2,880,662 acres over Louisiana and Texas culminating in the largest aerial spray mission ever conducted under AFRC.

May 2009, the spray flight performed the industry's largest effective larvicide aerial spray application over Army Corps of Engineers land near Williston, ND.; reductions in larval mosquito populations by over 95 percent in sampled areas were demonstrated.

May-June 2010, the 757th Airlift Squadron was directed by the President of the United States and tasked by the Secretary of Defense to conduct aerial spray for Operation Deep Water Horizon; the purpose of aerial spray for this mission was to use oil dispersing agents to aid in neutralizing the oil spill caused by the April 2010 sinking of the Deepwater Horizon drilling platform in the Gulf of Mexico; this mission marked the first real world application of oil spill dispersants by the 910th Airlift Wing; The 910th Airlift Wing flew 93 sorties, covering more than 30,000 acres.

910th Airlift Wing Tactical Airlift Mission

Tactical Airlift Mission

In wartime, the 910th Airlift Wing is to employ the Lockheed C-130 Hercules aircraft in combat operations of tactical airlift. These operations include low-level infiltration into a combat environment, where aircrews can deliver personnel and materials by air-drop and air-land techniques.

Tactical Airlift Units, Aircraft and Personnel

The 757th Airlift Squadron pilots, navigators, flight engineers and loadmasters conduct tactical airlift missions using the 910th's nine C-130 aircraft. The tactical airlift mission is only possible with the expertise of support personnel.

- **76th Aerial Port Squadron** palletizes and loads cargo
- **Maintenance** personnel ensure the aircraft are ready to fly
- **Security Forces** protect the station, personnel and aircraft
- **910th Civil Engineers** maintain a support engineering force capable of rapid response for world contingency operations
- **910th Medical Squadron** keeps personnel fit for deployment
- **910th Operations Support Squadron** deploys mission-ready combat tactics, intelligence, aircrew flight equipment and current operations personnel in support of worldwide DoD wartime, peacetime and humanitarian airlift
- **910th Communications Squadron** provides cyberspace operations support through Command, Control,

- Communications and Computer (C4) services with the primary function of Base Cyber Defense
- **910th Force Support Squadron** provides leadership and supervision of support services to the 910th Airlift Wing through the Military Personnel Section, Wing Education & Training and Family Support sections
- **910th Logistics Readiness Squadron** organizes and trains Air Force Reservists in the highly specialized areas of Contingency War Plans, fuels operations/distribution, materiel movement and vehicle management
- **Mission Support Group** provides overall command and control of installation support services to the 910th

Recent Tactical Airlift Missions

June 2014 – Sept. 2014, More than 110 members from the 910th Airlift Wing's flying and maintenance squadrons supported airlift operations to various military installations throughout the U.S. Central Command (USCENTCOM) Area of Operations (AOR). During their deployment, the 910th service members and aircraft completed 1,275 flying hours during the course of 300 missions. During these missions, the aircrews moved 4,311 passengers, hauled 1813 tons of cargo and transported 36 patients for a mission effectiveness rate of 100%.

Economic Impact FY 13: \$105.9 mil

Annual Payroll:

Military	\$25,499,470
Appropriated Civilian	\$25,794,293
NAF Civilians and Private Business	\$4,213,256
Total	\$55,507,019

Military Expenditures on Station

Construction	\$4,658,817
Services	\$5,361,428
Other (BX, Health CHAMPUS, Tuition)	\$15,521,420
Total	\$25,541,665

Indirect Effects

Local Jobs Created	539
Dollar Value	\$24,860,836

Facilities Overview

Acreage

YARS Owned	230 acres
YARS Leased	91 acres
Total	321 acres

Buildings

Total AF Buildings	71
Average Building Age	30 years
Plant Replacement Value	\$797,603,310

THUNDER OVER THE VALLEY

YARS HOSTED THE AIR SHOW AND OPEN HOUSE, FEATURING THE U.S. AIR FORCE THUNDERBIRDS, MAY 17 & 18

By Master Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs

After a five-year hiatus, the skies above Youngstown Air Reserve Station were again filled with the sound of thunder. The eagerly anticipated YARS air show and open house roared over Northeast Ohio, May 17-18, 2014.

Approximately 35,000 spectators turned out over the course of the weekend to witness civilian, military and warbird aerial performers, a variety of military and civilian static displays of aircraft and ground equipment and to see the event headliners, America's Ambassadors in Blue, the United States Air Force Thunderbirds aerial demonstration team.

Although the federal sequestration grounded most military air shows and aerial demonstrations in 2013, an approval from the 910th Airlift Wing's higher headquarters last December started the clock running on a very small window to pick a date, select performers and do the planning needed

to pull off the show scheduled for Spring 2014. The Youngstown Air Reserve Base Community Council, the event presenters, worked with many private and public entities to secure funding to cover the majority of the cost for the installation's first mass public event in half a decade.

Maj. Jay Ference, 910th Airlift Wing air show director, said the task of planning an air show is usually an 18-month project. The team at YARS did it in just under six months after receiving approval, assembling a lineup of show performers for the 2014 edition of "Thunder Over the Valley." The air show featured the U.S. Air Force Drill Team, Flash Fire Jet Truck, Grayout Aerospports' Sibling Rivalry, Red Star and the Dragon, Vanguard Squadron, Manfred Radius and his unpowered glider, Dave Folk's F-4U Corsair, Third Strike Wingwalking, Trojan Horsemen and a historic warbird Parade including a B-17 Flying Fortress and P-51 Mustang aircraft.

Despite several acts, including the Air Force Thunderbirds, being

grounded on Saturday due to a day-long downpour, nearly 10,000 people attended the first day of the event. On Sunday, approximately 25,000 spectators were treated to picture-perfect weather and were provided non-stop thrills by the impressive schedule of nationally-recognized acts culminating with the spectacle of the Thunderbirds precision aerial demonstration.

In addition to the purposes of showing off Youngstown Air Reserve Station's facilities and the 910th Airlift Wing and Air Force's mission capabilities and aiding in Air Force Reserve recruiting, Col. James Dignan, 910th Airlift Wing commander, added another reason for hosting the area's largest weekend event of the year.

"Youngstown Air Reserve Station is a small base with a rich history in the Valley," said Dignan during a pre-air show interview. "We have always enjoyed some of the best community support in the DoD. As our way of saying 'Thank you,' we invite you to come out and see the best the Air Force has to offer. From our family to yours."

Two members of the U.S. Air Force Thunderbirds perform the legendary Calypso Pass for more than 24,000 spectators at the Thunder Over the Valley Air Show and Open House, May 18, 2014.

U.S. Air Force photo/Tech. Sgt. Jim Brock

The Trojan Horsemen fly in formation during a rehearsal flight for Thunder Over the Valley, May 18, 2014.

Young air show fans watch a performance by the U.S. Air Force Thunderbirds at Thunder Over the Valley, May 18, 2014.

The U.S. Air Force Honor Guard Drill Team marches toward their performance during a practice run at Thunder over the Valley, May 17, 2014.

Members of the U.S. Air Force Thunderbirds sign autographs for fans during Thunder Over the Valley, May 17, 2014.



U.S. Air Force photo/Tech. Sgt. Valerie Smock



U.S. Air Force photo/Senior Airman Rachel Kocin



U.S. Air Force photo/Tech. Sgt. Jim Brock



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



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



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



U.S. Air Force photo/Mr. Eric M. White



U.S. Air Force photo/Senior Airman Rachel Kocin



U.S. Air Force photo/Senior Airman Rachel Kocin



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

The U.S. Air Force Honor Guard presents the colors during a performance of the National Anthem at the opening ceremony for Thunder Over the Valley 2014, May 17.

The U.S. Air Force Thunderbirds fly in formation beyond a Youngstown C-130 aircraft here during Thunder Over the Valley, May 18, 2014.

Two members of the U.S. Air Force Thunderbirds perform a high-speed pass during Thunder Over the Valley, May 18, 2014.

Jim Tressel, president of Youngstown State University, gives remarks as a guest of honor at the opening ceremonies of Thunder Over the Valley, May 18, 2014.

Carol Pilon of Third Strike Wingwalking celebrates a successful performance at Thunder Over the Valley, May 18, 2014.

David and Billy Werth of Grayout Aerosports race down the runway during Thunder Over the Valley May 18, 2014.

WOMAN ON WINGS INSPIRES POTENTIAL RECRUITS

Story by Senior Airman Rachel Kocin
910th Airlift Wing Public Affairs

The 910th Airlift Wing hosted the 2014 Thunder Over the Valley Air Show and Open House May 17-18 with two primary goals in mind. The first was to demonstrate the capabilities and mission of the Air Force Reserve and Youngstown Air Reserve Station. The second was to inspire others to consider a military career.

For many young women in the audience, that inspiration was sparked by Carol Pilon and her Third Strike Wingwalking performance.

Inspired by the likes of Amelia Earhart, Pilon grew to love aviation by attending an air show and witnessing a wing walking performance.

"From that day on everything in my life has been about becoming a wing walker," said Pilon. "There is no plan B."

Pilon began her wing walking career in 2001 and started Third Strike Wingwalking in 2004. She performs on the wings of a 1940 Boeing-Stearman aircraft piloted by Marcus Payne, who has been with Pilon's team for two years.

"Marcus makes me a hero every day, and I am so fortunate to have such a great pilot," said Pilon.

Her goal is to inspire young minds, especially women, to take to the skies and pursue aviation. That's a goal that resonates with Thunder Over the Valley coordinators here.

"The bottom line really is retention of our military members and recruitment of our future generation of military members," said Maj. Jay Ference, air show director. "The idea from my point-of-view is to get that 10, 11 or 12-year-old kid that's going to come to the air show and get that little twinkle in his eye that says, 'Hey, I want to be a maintainer, I want to be a pilot, I want to be a firefighter or I want to be in public affairs; but I want to do those jobs in the military.'"

Inclimate weather prevented Pilon's Saturday air show performance. As air show narrator Ric Peterson told the crowd, rain drops can strike like BBs for a person standing on an aircraft's wings travelling 150MPH.

Pilon performed before a large audience on Sunday however, which featured clear blue skies.

"There's no place I'd rather be today, everyone at the station has been so warm and inviting," said Pilon.

Pilon hopes to expand her influence with the release of a documentary featuring Third Strike Wingwalking later this year.

"With this series, we will be able to impact a bunch of people and hopefully inspire them to love aviation as much as we do," said Pilon.



Courtesy photo/Trevor Griffiths/GSA Photography

Carol Pilon flies on the wing of her 1940 Boeing-Stearman aircraft here, May 18, 2014. Pilon performed on the wings of the aircraft, piloted by Marcus Payne, as part of the 2014 Thunder Over the Valley Air Show and Open House, hosted here May 17-18. Pilon began wing-walking in 2001 and founded Third Strike Wingwalking in 2004.

LAST FLYING PIG REPRESENTS HISTORIC AIR POWER TO SHOW GUESTS

Story by Tech. Sgt. Jim Brock
910th Airlift Wing Public Affairs

As an effect of sequestration, military static displays are only able to participate in military air shows this year. The 2014 Thunder Over the Valley Air Show here, May 17-18, featured several modern military aircraft that represent the backbone of American air power like the C-5 Galaxy, C-17 Globemaster, F-16 Fighting Falcon and several C-130s in different special mission configurations. In addition to current military aircraft, air show guests were able to see a few pieces of historic American air power in the warbirds provided by aviation museums.

One such historic aircraft, a C-123 lovingly called "Thunder Pig" by her aircrew, is the only flying aircraft of her type. The C-123, flown in by the Air Heritage Museum in Chippewa, Pennsylvania, was built in 1954. But according to Crew Chief and Flight Engineer Bob Gbur, she's still the youngest member of the crew.

"The C-123 was used extensively in the Vietnam War," said Gbur, "and was great for getting into and out of small dirt strips where big planes couldn't go."

Gbur served as a medevac helicopter crew chief in the Army during his tour in Vietnam,

and Thunder Pig Aircraft Commander, pilot Bill Schillig, also served in Vietnam flying the EC-121 and EC-47 reconnaissance aircraft. Schillig flew the C-123 in the 1970's and joined the Air Force Reserve after returning from Vietnam.

U.S. Air Force photo/Tech. Sgt. Jim Brock



The C-123 "Thunder Pig" cargo aircraft sits on the ramp here, May 17. The Air Heritage Museum of Chippewa, Pennsylvania, brought the restored C-123, the last C-123 still able to fly, to the Thunder Over the Valley Air Show.



"We take it to a lot of air shows during the summer and have a lot of fun with it," said Schillig.

Thunder Pig was resurrected from the 'Bone Yard,' a storage site for retired Air Force aircraft, at Davis Monthan Air Force Base, Arizona, in 1991.

"It took us a month-and-a-half to get her flying and a year-and-a-half to restore her," said Gbur. "We fly it all over the country in honor of the Vietnam Vets, and it's now the only C-123 flying."

As a piece of Air Force history flown by a former Air Force Reserve pilot, Thunder Pig is sometimes in high demand. The aircraft was featured in four major motion pictures this year alone, including the latest X-Men movie.

910TH GIVES GIFT OF A DAY TO WWII VET

Story by Master Sgt. Bob Barko, Jr.
910th Airlift Wing Public Affairs



U.S. Air Force photo/Senior Airman Rachel Kocin



Edward Hitesman, a World War II Army Air Corps veteran, returns the salutes of an honor cordon comprised of more than 60 Citizen Airmen assigned to the 910th Airlift Wing during a special tour here, Feb. 2, 2014.

The 910th Airlift Wing welcomed a World War II veteran and his family for a special tour here, Feb. 2, 2014. The event was conducted at the request of Crossroads Hospice in Green, Ohio as part of their Gift of a Day program.

According to Krystal Beckelheimer, the hospice's Gift of a Day Coordinator, the program is designed to ask their terminal patients, "How do you envision your perfect day?" The hospice then strives to create that image and make it an extremely special and meaningful day for the patient and their family.

Beckelheimer reached out to the 910th Airlift Wing Public Affairs Office to seek assistance in fulfilling one patient's vision of his perfect day.

Mr. Edward Hitesman, a veteran of the Army Air Corps, Air Force and Army served as a pilot in the Pacific theater. Beckelheimer hoped those serving at the air station could grant this man's wish.

"His perfect day, his gift, would be to come to your installation and view the display of aircrafts there," said Beckelheimer.

In a short amount of time, the necessary coordination was completed and Hitesman's special day was under way. Upon arriving at YARS, the veteran's 19-person group visited the wing's headquarters building where Hitesman and his family and friends were welcomed by the commander of the 910th Airlift Wing.

"The 910th Airlift Wing is honored to host Mr. Hitesman and his family for this special tour of Youngstown Air Reserve Station," said Col. James Dignan, 910th Airlift Wing commander. "We are humbled he would make visiting our Citizen Airmen and our facilities his wish and the ideal way to spend his perfect day."

Following the welcome, Dignan presented a certificate to the veteran naming him an honorary member of the 910th Airlift Wing, and Hitesman received a wing mission briefing. After the briefing, Chief Master Sgt. Troy K.

Rhoades, the 910th's senior enlisted member, presented his challenge coin to the World War II veteran to recognize a job well done.

Then, Hitesman and two of his sons spoke with members of the local media. Following the interviews, the 94-year-old veteran and his group, joined by members of the 910th, looked over a collection of Hitesman's military memorabilia. While looking over the yellowed artifacts, which included a picture of himself and his wife from 1944, Hitesman reflected on his service to his country.

"It was so vital to win World War II. Nobody enjoyed being there but they had to be," he said. "We did what had to be done."

Yet, he was pleased to be able to share his experiences with his family, friends and the Citizen Airmen of the 910th Airlift Wing.

"Everything is important and when you can share an important period (of time in your life) with a lot of good people who appreciate it that makes it better," said the World War II veteran.

After departing the wing headquarters, the group then traveled aboard an Air Force bus to a maintenance hangar. An honor cordon of more than 60 Citizen Airmen assigned to the 910th Airlift Wing saluted Hitesman as he entered the building to tour one of the wing's C-130 Hercules tactical cargo aircraft. After departing the hangar, the group's visit to YARS concluded with a windshield tour of the installation.

During his visit to YARS, the veteran, father, grandfather and great-grandfather said he was impressed by those following in his footsteps today in defense of their country.

"I think they're doing a terrific job and they love what they're doing. That's the main thing because we're in the best country in the world," said Hitesman. "There's no better place on God's green earth than the United States of America."

FAREWELL 3021

910th C-130 departs YARS for final time
 Story and photos by Master Sgt. Bob Barko, Jr.
 910th Airlift Wing Public Affairs

With little fanfare, the 910th Airlift Wing said goodbye to a member of the family here.

Recent Air Force structure changes eliminated four C-130 Hercules tactical cargo transport aircraft from the wing's Primary Aircraft Inventory (PAI). Two of the aircraft were on loan to the C-130 training facility in Little Rock, Ark. since 2011 and were permanently transferred to that

facility's inventory on Oct. 1, 2013. The third and final aircraft, 910th Airlift Wing Tail 3021, scheduled to leave YARS as part of the force structure changes, flew out of YARS for the last time, March 5, 2014. The fourth aircraft taken from the 910th's primary inventory will stay at YARS but become a Back-up Aircraft Inventory (BAI), a spare aircraft with no personnel or funding

associated with it.

Air Force Reserve Master Sgt. Sam Phillippi, crew chief of Tail 3021, looked over the aircraft, wistfully, leading preparations for it to fly out of YARS for a final time.

"It's a great airplane. It really, really is," said Phillippi. "It's been to the desert, it's deployed a bunch of times and it was our 2009 (Air Mobility Command) Rodeo bird.

the Arkansas installation's inventory. Following this final assignment as the aircraft's crew chief, the 910th maintenance specialists will return to YARS to continue their work on other 910th aircraft.

After the aircraft is officially transferred to Little Rock, it will be flown to the C-130 depot in Georgia and given a complete maintenance overhaul. During the overhaul, all vestiges of the aircraft's assignment at YARS and the 910th including the familiar red, white and blue "Youngstown" tail flash and other wing markings will be removed.

The reduction in aircraft assigned to the 910th will also cause the loss of approximately 50 full-time and 1750 part-time positions. The position reductions will take place throughout the Fiscal Year 2014 which ends Sept. 30.

910th Airlift Wing Commander Col. James Dignan said while the wing could not control changes to the Air Force structure; the unit would make every effort to assist its personnel affected by the personnel reductions.

"We will assist in any way we can to make these transitions as painless as possible in these uncertain times," said Dignan.

In addition to assisting those affected by the reductions at the air station, the commander said the 910th would do everything possible to keep people in the Valley and beyond informed about

the mission and capabilities the air wing and installation provide to the nation.

Although Tail 3021's elimination from the 910th's primary inventory reduces the wing to eight C-130 Hercules aircraft assigned and one back-up aircraft, the 910th and YARS are strong pillars in the nation's defense and bring many unique capabilities to the Air Force Reserve, Air Force and Department of Defense (DoD). Six of the nine aircraft remaining at YARS are modified to carry out Air Force Reserve Command's aerial spray special mission. The 910th Airlift Wing is home to the DoD's only large-area, fixed-wing aerial spray capability and conducts approximately 25 specialized missions at various installations across the country annually. Additionally, YARS has several training features, such as its 3000-foot long

short-field training assault strip and its airfield night vision training lighting system, utilized by many military and government agencies from around the Northeastern United

States. The YARS flightline and hangar areas are also designed to base and maintain 16 C-130 aircraft.

"We have a duty to the American people and Congress to keep them informed about how tax dollars are spent here. We have many assets unique to our installation and we will continue to spread the word about what the 910th and YARS provides to the national defense," concluded Dignan.

910th Airlift Wing maintainers direct C-130 tail number 3021 out of its Youngstown hangar for the final time.



Youngstown C-130H Hercules aircraft tail number 3021 departs Youngstown for the final time. 3021 was the final aircraft to leave YARS after budget-related inventory reductions.

It seemed something was trying to keep this particular C-130 at YARS as long as possible, even if only for a day or two, as an ice storm in Little Rock cancelled the aircraft's originally scheduled departure on March 3, 2014.

But, 48 hours later, the weather cleared and Tail 3021, touted as one of the wing's most reliable aircraft and also noted to have the most flying hours for the wing's assigned aircraft, lifted into a cloudy, cold Northeast Ohio sky for the last time in the foreseeable future.

Phillippi said he and another crew chief will stay with Tail 3021 for a couple more days after arriving in Little Rock as they work to transfer the aircraft and all of its on-board equipment to

UNDER THE DOME

The HI-SEAS crew



Capt. Casey Stedman
U.S. Air Force Reserve



Anne Caraccio
Chemical Engineer



Tiffany Swarmer
University of North Dakota



Dr. Ronald Williams
Fort Wayne Neurological Center



Ross Lockwood
University of Alberta



Lucie Poulet
German Aerospace Center

910th Navigator completes Mars analog in Hawai'i

By Mr. Eric M. White
910th Airlift Wing Public Affairs

Courtesy photos/HI-SEAS

United States Air Force Reserve Capt. Casey Stedman, a navigator with the 773rd Airlift Squadron here, is about to enter a 993-square-foot geodesic dome where he will spend the next 4 months, all in the name of science.

Stedman was selected for a spot as one of six crew members to participate in Hawai'i Space Exploration Analog and Simulation's (HI-SEAS) mission two, beginning March 28, 2014. Stedman applied for the position and endured a rigorous selection process that included physical and mental assessments similar to those required of astronaut candidates.

"I was ecstatic, but very much in shock," said Stedman. "This is my first foray into the space program. I've done a lot of volunteer work and I've written articles for some collegiate newspapers, but I'm not employed by (NASA), at least until this one."

The habitat is located at an elevation of approximately 8000 feet in an abandoned quarry on the slope of Mauna Loa, a volcanic mountain in Hawaii. Modeling potential Mars mission habitats, the dome provides researchers an environment for long-term studies of varied issues associated with sending a manned mission to Mars. The first HI-SEAS mission focused primarily on food and nutrition, examining the psychological effects of offering astronauts prepared food versus the ingredients and equipment to prepare their own meals. The second mission focuses on the social, interpersonal and

cognitive factors affecting team performance over time.

"A lot of this is not only for the tasks at hand," Stedman said, "but to make sure the skill sets don't atrophy and the personnel don't succumb to the closed volume isolation."

Stedman earned a bachelor's degree in geology from Central Washington University and is pursuing a master's degree in aeronautical science from Embry-Riddle Aeronautical University Worldwide, but claims his academic credentials aren't as strong as the other crew members. He believes his training and experience in the Air Force largely contributed to his being selected as the commander for this HI-SEAS mission.

"The one thing that I have on my résumé that I'd probably say stands me apart," said Stedman, "is that my entire professional career as far as the Air Force is concerned, beyond being a combat aviator, is minutia. My very title here doesn't say navigator except on the aeronautical orders. My title now is flight commander, where I'm in charge of the junior officers."

After graduating from the Reserve Officer Training Corps at Central Washington University, Stedman served on active duty in the Air Force from 2004 to 2007. For most of that time he was stationed at Tinker Air Force Base, Okla., as a navigator on the Boeing E-3 Sentry. He then transferred to the Reserve and Youngstown Air Reserve Station, where he serves as a navigator on the C-130H

Hercules aircraft.

Serving in the military has given him some unique preparations for the HI-SEAS mission.

"It will be close quarters," Stedman said, "but in a certain sense, not much different than the deployed environment I've seen in service."

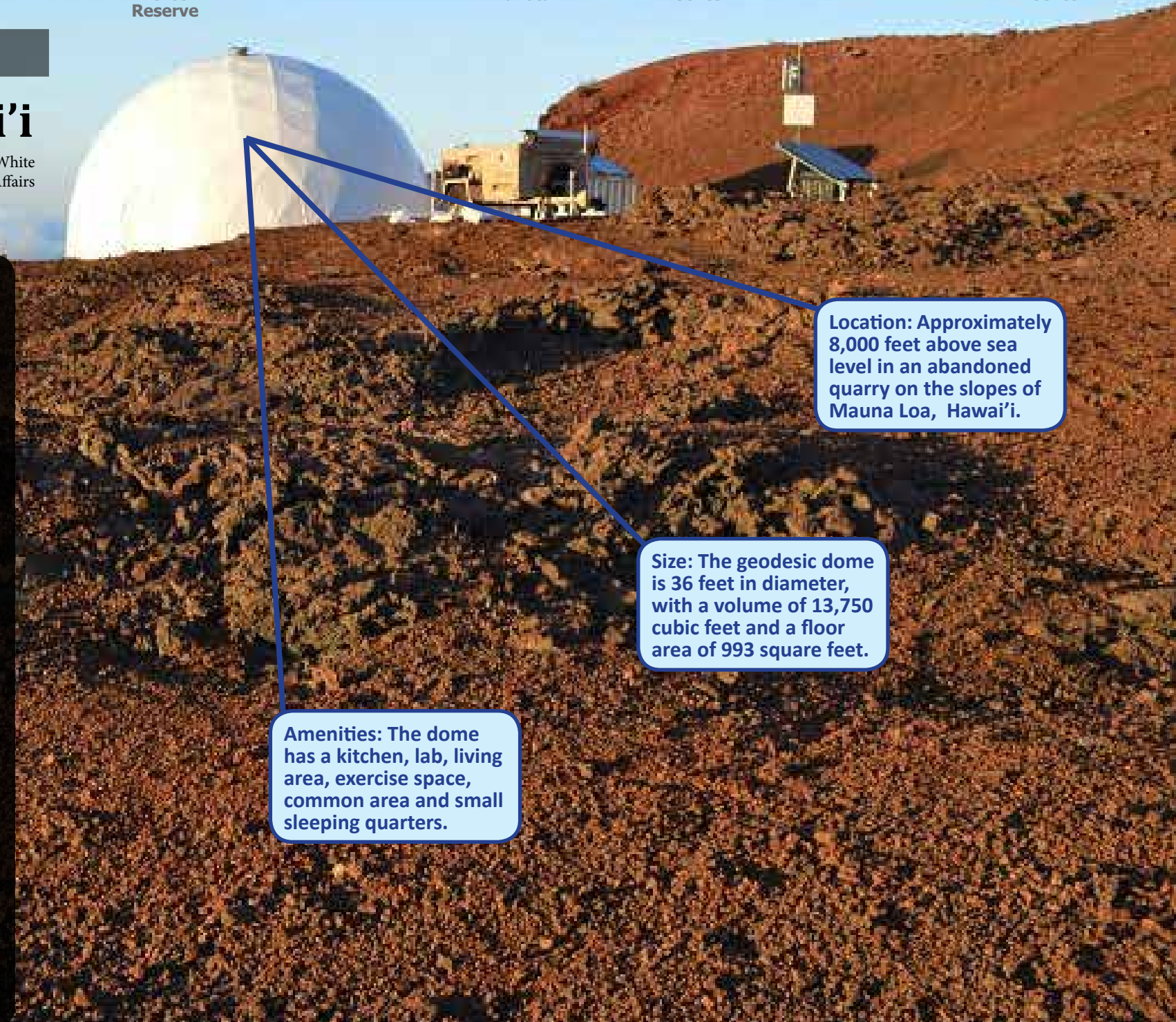
During the four-month mission, barring emergencies, the crew will only exit the habitat for extravehicular activity (EVA), during which they will simulate Mars surface expeditions. During these outings, crewmembers will wear and test spacesuits and other tools designed as prototypes for future Mars missions. Their feedback will help NASA make decisions on development and acquisitions, outfitting future astronauts with field-tested gear.

The mission is led by the University of Hawaii at Manoa with support from team members at several other universities, and is largely funded by a \$1.2 million grant from NASA.

The 910th Airlift Wing navigator, who devotes his career to soaring through the skies, has his eyes set on greater heights.

"Personally, I'm excited to take part in something," Stedman said, "to have the opportunity to make that break into the space program, to contribute something."

Stedman is slated for promotion to major this June, but will have to celebrate from his temporary home on the simulated red planet.



Location: Approximately 8,000 feet above sea level in an abandoned quarry on the slopes of Mauna Loa, Hawai'i.

Size: The geodesic dome is 36 feet in diameter, with a volume of 13,750 cubic feet and a floor area of 993 square feet.

Amenities: The dome has a kitchen, lab, living area, exercise space, common area and small sleeping quarters.

FRAME BY FRAME: FY14 IMAGE HIGHLIGHTS

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 Capt. Scott Allen, 910th Mission Support Group Executive Officer, leads 19-year-old Efrain Maldonado, an Air Force Reserve recruit, in the oath of enlistment here, Oct. 23, 2013.



U.S. Air Force photo/Mr. Eric M. White

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 The 910th Airlift Wing Base Honor Guard presents the colors during pre-game festivities for a Youngstown Phantoms hockey game at the Covelli Centre in downtown Youngstown, Ohio, Jan. 11, 2014.



U.S. Air Force photo/Master Sgt. Bob Banko Jr.



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



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

■ ■ ■ ■ ■
 Staff Sgt. Brandon Benes and Senior Airman Patrick Edmonds score targets at the end of a M9 qualification session here, Nov. 3, 2013.

■ ■ ■ ■ ■
 Senior Airman Shannon Doherty, adjusts the settings on a radio system while Tech. Sgt. Donald Adkins, supervises and instructs during a spray mission, Sept. 16, 2014 at Mountain Home Air Force Base, Idaho.



U.S. Army photo/Spc. Nicole R. Paese

■ ■ ■ ■ ■
 Marcella Zinz stands behind her son Henry watching the U.S. Air Force Thunderbirds land after a performance on May 16, 2014 here.



U.S. Air Force photo/Mr. Eric M. White

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 Staff Sgt. John E. Tascoe, an electrical power production apprentice with the 910th Communications Squadron, inspects generators during the Quartermaster Liquid Logistics Exercise (QLLEX) at Fort A.P. Hill, Va., June 8, 2014.



U.S. Air Force photo/Mr. Eric M. White

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 A 910th Security Forces Squadron fire team sweeps the wing headquarters building in search of an active shooter during a training exercise here, March 18, 2014.

■ ■ ■ ■ ■
 JROTC cadets work on a rope course obstacle at Camp Ravenna, Ohio, June 27th, 2014. About 30 cadets participated in a leadership development camp at YARS.



U.S. Air Force photo/Maj. Brent Davis

■ ■ ■ ■ ■
 Pilot for a Day and honorary 2nd Lieutenant Bruce Cellars sits in the flight engineer's chair of a C-130 aircraft, as Capt. Jonathan Blackann, a 757th Airlift Squadron pilot, looks on here, Oct. 30, 2013.



U.S. Air Force photo/Mr. Eric M. White

■ ■ ■ ■ ■
 A 76th Aerial Port Squadron K-loader pulls up to the ramp of a C-17 aircraft from the 446th Airlift Wing, Joint Base Lewis-McChord, Washington, here, Nov. 25, 2013.



U.S. Air Force photo/Mr. Eric M. White

■ ■ ■ ■ ■
 Lt. Col. John Kochansky and Lt. Col. Christopher Zwetzig, give a Toys for Tots coin to 11-year-old Ali at Akron Children's Hospital, Dec. 16, 2013.



U.S. Air Force photo/Mr. Eric M. White

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 A 910th Airlift Wing firefighter radios victim statuses to response coordinators during a Major Accident Readiness Exercise (MARE) here, April 23, 2014.



U.S. Air Force photo/Mr. Eric M. White



OHIO RESERVISTS BRING CAMARADERIE, SKILLS TO DEPLOYMENT

Story by 1st Lt. Holli Nelson/Photos by Staff Sgt. Jeremy Bowcock
386th Air Expeditionary Wing Public Affairs

Like a well-oiled machine, each Airman knew their part. Hands were moving throughout the cockpit and back of a C-130 Hercules - flipping switches, pressing buttons, running checklists, loading cargo and communicating without having to speak many words.

This was a true team - an aircrew team unique to the United States Air Force Reserve. Airmen from the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio, are flying the missions of the C-130 Hercules here and bring their wealth of knowledge, both from the civilian and military side, and camaraderie to the fight.

"When you work with the same six people in the close quarters of the airplane you get to know each other well and you learn to look out for each other," said Capt. Ron Barr, 737th Expeditionary Airlift Squadron pilot. "That is a unique facet of the Reserve component that some active duty units might not experience."

Many times, these Airmen are flying with the same crews for their entire careers, gaining valuable training, experience, and most importantly, a solid relationship within the realms of their jobs.

For Master Sgt. Vince Bartolmain, his long career as a flight engineer helps to set him apart and allows him to be the "eyes on" for the other crew members while flying combat missions.

"We look after each other. We're unique because I can be scanning for threats while my pilots are flying and when I'm working or the navigator is working, they're doing the same thing for us," said the Youngstown, Ohio native who has served in his position for 24 years.

The crew on this particular day was flying a combat-support mission to offload cargo and personnel in multiple locations around the area of responsibility, which is one of the main missions for the C-130 here.

While these aircrew members are integrated with the active duty throughout all aspects of training and during deployments, the Reserve team brings one very important piece to the table, as Capt. Steven Stroney describes. "That piece is long-term experience built upon by individual historical examples," said the 737th EAS aircraft commander. "It is one thing to say that we are all trained the same, but it is another to quantify the knowledge that comes with someone who has deployed multiple times spanning a 20 plus year window."

Some traditional aircrew Reservists can deploy more than ten times in their short 20 to 30 year careers.

Not only does their close-knit working relationship help them in the fight today, each Reservist can bring additional skills they have received from their civilian jobs with them as well. From full time student to commercial pilot, this crew had a wealth of experience that their other Air Force counterparts might not have.

"I would encourage anyone interested in the military to seek a position in the Reserves because it provides a great balance of military skills with civilian ones," said Stroney who serves as an Air Reserve Technician at home. "Often enough, the two jobs don't conflict as much as they strengthen each other."

For this tight-knit crew from Ohio, the best part about their jobs, as they all said in one way or another, was flying and feeling like contributors to Operation Enduring Freedom here.

"I have the best job in the world," said Barr, an Urbana, Ohio native and commercial pilot outside the Air Force.

1st Lt. Shannon Baker, C-130 navigator with the 737th EAS, echoed Barr's comments, "I love getting to travel and see new places and experience new things. It's always an adventure and I love the challenges that come with the job. Most days I can't believe I get paid to do what I do because it's so much fun!"



These photos feature 910th Citizen Airmen deployed to an undisclosed location in Southwest Asia as part of the 737th Expeditionary Airlift Squadron. (Clockwise from upper left on this page)

Master Sgt. Vincent Bartolmain, flight engineer, completes a Sudoku puzzle while taking a break during flight onboard a C-130H Hercules, July 20, 2014.

Master Sgt. Scott Francesangeli, loadmaster, inspects cargo about to be loaded onto a C-130, July 20, 2014.

1st Lt. Shannon Baker, navigator, looks out the window of a C-130 during flight, July 20, 2014.

Captains Ronald Barr and Steven Stroney, pilots, fly a C-130H Hercules, July 20, 2014.

Master Sgt. Scott Francesangeli and Staff Sgt. Kacie Adsit, loadmasters, plan for the cargo they are about to load, July 20, 2014.

Staff Sgt. Kacie Adsit, loadmaster, relaxes while completing a crossword puzzle during flight, July 20, 2014.

MAINTAINERS PIONEER SAFER INSPECTIONS

U.S. Air Force Photo/Staff Sgt. Jeremy Bowcock

Story and photos by Mr. Eric M. White
910th Airlift Wing Public Affairs

This week, Maintenance Squadron personnel are conducting their second Isochronal inspection using a new dock stand system. They're busily going from station to station, tracking work on ruggedized tablet computers. A Master Sgt. pulls fuel nozzles on the aircraft's number three engine to replace the nozzles with new, clean parts, while a pair of Airmen change out a tire below and another team of Airmen inspect fuel compartments from atop the aircraft wing.

Once every 540 days, each of Youngstown Air Reserve Station's nine C-130H Hercules aircraft undergoes the detailed inspection. Members of the 910th Maintenance Squadron strip down the aircraft following detailed procedural checklists. The purpose of the inspection is to ensure the aircraft are safe to fly, and now, maintainers at Youngstown have a safer system for conducting the inspections.

Senior Master Sgt. John Schmolly, and aerospace maintenance superintendent, runs the heavy maintenance section for the 910th Maintenance Squadron.

"Each specialty has their own particular carded items to inspect," said Schmolly. "For example the engines have the fuel nozzles to pull. As far as the crew chiefs, we jacked the aircraft and performed main landing gear inspections and inspected the shoes and the tracks for wear. It's a whole vast array of inspections from flight controls to landing gear, engines, avionics, comm. nav., Aero repair. It's a place where everybody comes together and does one major inspection on the aircraft."

The new system is designed to make the work safer and more efficient. Youngstown ARS is the first Air Force Reserve Command installation to incorporate the system beyond its prototype phase.

"The benefit of these stands is that we can safely perform the maintenance," said Schmolly. "It covers a lot more of the fall protection which is an OSHA-driven requirement."

The dock stand system is a complex array of mobile maintenance stands, designed fit around a C-130 aircraft specifically for performing isochronal inspections. The stands allow maintainers to keep tool storage containers near their work-sites, offers convenient electrical connections and most importantly safeguards workers by offering safety rails near any elevated work areas.

Col. David Post commands the 910th Maintenance Group and sees the stands as a valuable asset for his personnel.

"The most important thing is that it's safer for our workers," said Post. "The stands put the tools, power, air and adequate lighting right where they are needed within easy access. This makes it easier for our Airmen to produce safe, reliable and mission ready aircraft."

The new system cost approximately \$1.5 million. Other bases are expected to follow suit in acquiring the system.



A YARS C-130 sits in a hangar surrounded by a new isochronal inspection dock stand system here, Aug. 25, as Airmen work atop the aircraft's wing.



Technical Sgt. Steven Lew, an aerospace propulsion journeyman with the 910th Maintenance Squadron, works on a C-130 aircraft engine.



Technical Sgt. Florin Gargarita, an aerospace propulsion craftsman with the 910th Maintenance Squadron, fastens a bolt securing an electrical connection on a C-130 aircraft engine.



RESERVISTS DELIVER LIFE-SAVING CARGO

Story by Mr. Eric M. White
910th Airlift Wing Public Affairs

A C-130H Hercules aircraft cargo ramp opens to darkness over the mountains of Northern Iraq. An Air Force Reserve loadmaster preps palletized cargo for release and communicates with aircrew members via headset to coordinate precision timing. After a moment, the signal is given, the cargo is released and several pallets of food and water launch out the back of the aircraft and into the night, where thousands of Iraqi refugees await the lifesaving supplies on the ground below.

This is the type of real-world mission for which Citizen Airmen with Youngstown Air Reserve Station's 757th Airlift Squadron (AS) spend thousands of hours training.

Beginning the night of Aug. 8, 757th AS members, deployed to a location in Southwest Asia

as part of the 737th Expeditionary Airlift Squadron (EAS), were tasked with delivering humanitarian cargo to thousands of Iraqi refugees on Mount Sinjar. The refugees were isolated on the mountain after fleeing the Islamic extremist group ISIS. The stranded Iraqis faced dehydration and starvation. The first mission included a C-17 from the 816th Air Expeditionary Squadron and two C-130s from the 737th AS, which delivered 72 bundles of supplies including 5,300 gallons of water and 8,000 Meals Ready to Eat (MRE). By Aug. 14, Airmen had delivered 114,000 MREs and 35,000 gallons of water.

Lt. Col. John Bocchieri, commander of the 757th AS and deployed commander of the 737th EAS, commanded the final airdrop to the refugees.

"We know that when the equipment (and) cargo that we drop out of the C-130 lands, it's actually going to help people live. That is the

biggest reward of it all: when you know that your mission, your sacrifice, your training is able to improve the condition and lives of somebody who's in great need."

The mission took coordination between several parties, including soldiers from the 11th Quartermaster Company, 264th Combat Sustainment Support Battalion and 82nd Sustainment Brigade, who helped load the aircraft. During the first airdrop, the C-17 and C-130s flew under escort by Navy F/A-18 Hornets.

Senior Airman Timothy Kantorak, a 757th AS loadmaster deployed to the 737th EAS, participated in the mission.

"It was a really rewarding experience having put in so much time training," said Kantorak, "to really help out some people who really need help."

The Citizen Airmen deployed from the 757th AS are scheduled to return home next month.

EMPLOYERS ATTEND AWARENESS EVENT

Story by Master Sgt. Bob Barko, Jr.
910th Airlift Wing Public Affairs

The Air Force Reserve's 910th Airlift Wing, based here, the Ohio National Guard and Ohio Employer Support of the Guard and Reserve (ESGR) co-presented the 2nd Annual Joint Employer Awareness Event, August 7 and 8, 2014.

The two-day event, designed to give civilian employers of Air Force Reservists and Ohio National Guardsmen a better understanding of the mission their employees carry out as members of the U.S. Armed Forces, also gave attendees the opportunity to get an up-close look at both the 910th's facilities and the Ohio National Guard's Joint Military Training Center, located at nearby Camp Ravenna, Ohio.

During the two-day event, attendees observed 910th Civil Engineer Fire Department training at the YARS fire training facility, viewed 910th Security Forces and Marine Reserve equipment displays, witnessed an aircraft cargo on-load of the unit's unique Modular Aerial Spray System, walked through a C-130H Hercules aircraft and toured several shops on the air station. The day culminated with the group watching as a 757th Airlift Squadron aircrew, in one of the 910th's

C-130H Hercules aircraft, roared over a nearby target area at 200 miles per hour at 150 feet above the ground to perform an aerial spray training flight.

The next day, August 8, the itinerary included visits to various Ohio National Guard training sites at Camp Ravenna, including hands-on demonstrations of weapons simulators, a Humvee roll-over training vehicle, an Improvised Explosive Device (IED) recognition course and a state-of-the-art urban combat "shoot" house.

The event also included complimentary meals and lodging at the YARS Eagle's Nest Lodge for the attendees.

Soon after the two-day itinerary concluded, a participant commented on the impression the event left on him.

"Thanks to everyone involved with this event. I feel very lucky to have had the opportunity to attend. It was a real eye opener. The facility(ies) and men and women who operate (them) are outstanding," said Mike Kinter, an employer with the Belmont County Human Resources Department, located in southeastern Ohio.

Event organizers considered the 2014 event another success and immediately started planning next year's event.



Mr. John Marino, a military outreach coordinator with Ohio Employer Support of the Guard and Reserve (ESGR), checks out a 910th Security Forces Squadron equipment display at YARS, Aug. 7, 2014.

U.S. Air Force Photo by Tech. Sgt. Jim Brock

AIR FORCE RESERVE COMMANDER VISITS YOUNGSTOWN AIR RESERVE STATION



Air Force Reserve Commander Lt. Gen. James F. Jackson watches as Air Force Reserve Airman Ryan Morahan, a 910th Maintenance Squadron propulsion systems apprentice, works on one of the turboprop engines of a C-130H Hercules aircraft in the Isometric Inspection Dock (ISO) here, June 7, 2014. Col. David Post, 910th Maintenance Group commander, and Master Sgt. Jim Delgros, a 910th Maintenance Squadron propulsion systems craftsman, also look on as Morahan works on the engine. General Jackson toured the ISO Dock as part of his visit to the installation to take a firsthand look at the 910th's airlift capability, aerial spray mission and the air station's facilities as well as future requirements.

YOUNGSTOWN C-130 HELPS REDUCE MIAMI-DADE MOSQUITO POPULATION

Story by Senior Airman Aja Heiden
482nd Fighter Wing Public Affairs

HOMESTEAD AIR RESERVE BASE, Fla.—A team of highly qualified Airmen took to the skies in various areas across Southern Miami-Dade County as a part of an aerial mosquito abatement program July 29-31 for a one-of-a-kind mission.

The aerial spray mission aims to improve working conditions and lower the risk of vector-borne illnesses to individuals who work and live at Homestead Air Reserve Base and the surrounding Miami-Dade County.

The mission is part of the Department of Defense's Innovative Readiness Training Program, which allows military units to meet critical training requirements while supporting local community needs.

This is the only large-area, fixed wing aerial spray mission in the entire DOD. It has a roll-on/roll-off Modular Aerial Spray System that is used to deliver insecticide, herbicide or oil dispersant products as needed by mission requirements.

A specially modified C-130 Hercules cargo plane from the Air Force Reserve Command's 910th Airlift Wing in Youngstown, Ohio, conducted the routine aerial spraying operation using the U.S. Environmental Protection

Agency registered pesticide Dibrom, also known as Naled, which is registered for use in Florida.

"The application rate is .5 ounces an acre, so half a shot glass on a football field," said Lt. Col. Drew Tancer, flight commander for 910th Airlift Wing.

The team is composed of a highly trained air crew, aerial spray operators and maintainers who are conscious of protecting the environment during their missions. They work with the community to ensure avoidance of critical habitat areas and national parks.

On each mission, an experienced and qualified entomologist is on the aircraft. Entomologists are scientists who study insects and their relationships to the environment, humans, and other organisms.

Mosquitos in the egg or larva stage will not be affected. Due to the spray's quick dispersal and short half-life, it only kills adult mosquitos.

"Since it is an aerial spray, most mosquitos have to be in the air to contact the material, that is why we do it so close to evening when mosquito populations are coming out of their hiding spaces" said Lt. Col. Karl Haagsma, entomologist for 910th Airlift Wing.

While weather has impacted the aerial spray operations, the crew is scheduled to return to the Miami-Dade area to help with mosquito abatement later in the year.

ACTIVE SHOOTER EXERCISE KEEPS YOUNGSTOWN READY TO RESPOND

Story by Mr. Eric M. White
910th Airlift Wing Public Affairs

Are you prepared to respond appropriately if an active shooter enters your workplace and opens fire? That's the question the 910th Airlift Wing Inspection Team (WIT) sought to answer with a base-wide training exercise here, March 18, 2014.

The exercise began at 9:10 A.M. when coordinators triggered the mass notification system. Bright lights flashed in base buildings as audio messages informed personnel that an exercise was commencing. WIT members were careful to keep details hidden until the scenario began.

"We don't want people prepping for the exercise," said U.S. Air Force Reserve Capt. Adam Schubel, a pilot with the 773rd Airlift Squadron and Deputy Inspection Planner for the 910th Airlift Wing. "We want it to be as real as possible."

Shortly after the exercise notification, personnel in the headquarters building were jolted from their work by the sound of simulated weapon fire and a frantic voice shouting, "exercise, active shooter, exercise, active shooter." A masked gunman moved from office to office with an orange training rifle and sidearm complete with gunfire sound effects, before hiding in a crowded training room. Inspectors, identified by bright safety vests, watched and noted the responses of base personnel.

YARS went under a total lockdown and was elevated to Force Protection Level Delta as first responders stepped into action. A 910th Security Forces Squadron fire team began a sweep of the headquarters building where the active shooter was reported. Moving in formation through hallways

and offices, the fire team searched for the shooter, eventually exchanging simulated fire to neutralize him.

"First responders get some very valuable training out of it," said Schubel, "but in reality, we want everybody to get valuable training. It helps us evaluate evacuation and lockdown procedures and measure how well personnel respond."

Once the building was cleared of immediate danger, YARS fire and emergency services personnel set up triage stations outside headquarters and began treating those affected. The responders found several training dummies throughout the building with placards indicating the extent of their injuries. Other base personnel, identified by WIT members as wounded or deceased, were marked with similar placards and artificial wounds.

"When we respond to incidents like an active shooter situation, we know that people we call friends and comrades could be injured or deceased, and that is a tough pill to swallow," said John Lewis, II, YARS fire emergency services chief. "That is the prime reason we participate in the response exercises. It prepares us for this type of incident and we revel in the opportunities to support and take care of the folks on this installation."

Shortly after the exercise began, key personnel reported to the Emergency Operations Center (EOC) to work through response processes and checklists. The EOC provides a centralized location for communication and response actions. The first priority after such an emergency is to account for personnel.

Once full accountability of base personnel was achieved, the end of the exercise was sounded



Lt. Col. Thomas White, 910th Security Forces Squadron commander, awaits an accountability update from staff members in the Emergency Operations Center (EOC) during an active shooter exercise here, March 18, 2014.

throughout the base. That's when the real work began for the WIT. They will spend days sorting through after action reports and discussing lessons learned during the event.

The primary purpose of disaster exercises is to identify and correct response weaknesses, ensuring the safety and security of personnel and property. Preparedness helps preserve personnel and assets should a real-world disaster ever occur.

COMMUNICATIONS PERSONNEL SUPPORT SPRAY MISSION WITH HIGH-TECH SOLUTIONS

Story by Master Sgt. Bob Barko, Jr.
910th Airlift Wing Public Affairs

MOUNTAIN HOME AIR FORCE BASE, Idaho – 910th Airmen began a two-week aerial spray mission to aid in fire prevention by eliminating invasive cheat grass on the nearby Saylor Creek Bombing Range here, Sept. 16, 2014. Before the aircrews climbed aboard their modified C-130 aircraft or maintainers loaded a drop of herbicide into the Modular Aerial Spray System (MASS), members of the 910th Communications Squadron (CS) were busy setting up a mast antenna and a wide array of sophisticated equipment to support the air and ground operations in the coming days.

The five-person team travelled aboard the aerial spray flight's support C-130 aircraft along with a pallet of equipment and quickly set up shop just off the flight line here. The team joined the Mountain Home mission to provide internet and commercial and Defense Switching Network

(DSN) phone and Video Tele-Conference (VTC) capabilities via a satellite system, known as Joint Incident Site Communications Capability (JISCC), to the aerial spray aircrews, maintenance and ground support involved in the operation. The team also provided access to laptop computers, printers and communication back to home station for all of the YARS Citizen Airmen working here. They brought Ultra High Frequency (UHF), Very High Frequency (VHF) and High Frequency (HF) radio capabilities to the ongoing aerial spray mission.

Senior Master Sgt. Robert Fisher, 910th CS Cyber Systems Superintendent, indicated the chance to travel across the country to support the DoD's only large-area, fixed-wing aerial spray capability was a two-fold opportunity.

"Not only is this a chance to train our Airmen in the flexibility and capability we have with our equipment," said Fisher, "but we can also give the aircrews and maintainers the familiarity of what we

"The Comm. Squadron has been called upon to support aerial spray operations during Hurricanes Katrina, Rita and Gustav and during the Deepwater Horizon Oil Spill."

can provide to the mission in the way of VTC, e-mail, printers and more."

This mission provides valuable hands-on familiarity with communications capabilities in the event the JISCC and radio systems

are needed in a more dire situation.

"The Comm. Squadron has been called upon to support aerial spray operations during Hurricanes Katrina, Rita and Gustav and during the Deepwater Horizon Oil Spill (response)," said Fisher. "Supporting the mission here in Idaho will keep us trained and ready to go if another real world... emergency operation were to happen."

773RD DEACTIVATES AFTER NEARLY TWO DECADES WITH THE 910TH

Story by Tech. Sgt. Jim Brock
910th Airlift Wing Public Affairs

The Air Force Reserve's 910th Airlift Wing held a deactivation ceremony for the 773rd Airlift Squadron here, April 6, 2014.

The 773rd Airlift Squadron, which was activated as a unit of the 910th in 1995, was officially deactivated on March 31, 2014 by Special Order GB-0005, issued by the Secretary of the Air Force. The deactivation resulted from Air Force structure changes, which reduced the 910th's C-130 aircraft fleet to eight Primary Assigned Aircraft and one Back-up Inventory Aircraft.

During Sunday's ceremony, in accordance with Air Force tradition, the unit's flag, or guidon, was rolled up and cased. In addition to Wing leadership and members, Congressman Tim Ryan of Ohio's 13th district and representatives from Ohio Senators Sherrod Brown and Rob Portman attended.

"This squadron has been, since World War II, in the middle of making our military the strongest and best in the world," said Ryan. "(And) just because this squadron (the 773rd) will be inactive, doesn't mean that we are not going to try to increase the mission capability and readiness right here in Youngstown, Ohio."

Nicknamed The Quiet Professionals, members of the 773rd have deployed to locations around the world supporting various contingency and humanitarian operations. Since 2001, members of the squadron have mobilized several times in support of the Global War on Terrorism.

These Citizen Airmen operated out of bases in Southwest Asia including isolated airfields in Iraq and Afghanistan to provide airlift and airdrop capability of much needed equipment and personnel. Just prior to the squadron's deactivation, the unit commander reflected on the performance of the Citizen Airmen of the 773rd Airlift Squadron.

"From its beginning, our squadron helped make our nation stronger," said Lt. Col. John A. Bocchieri, 773rd Airlift Squadron Commander.

"The dedication, commitment and sacrifice that made our success possible is owed to some of the finest Airmen in the country, who serve our nation only because they were asked."

Col. William Phillips, 910th Operations Group Commander, related this transition to his own experience with the closing of Naval Air Station Joint Reserve Base Willow Grove, Pa.



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

Past and present members of the 773rd Airlift Squadron pose in front of a C-130 Hercules aircraft here, April 6, following the unit's deactivation ceremony. The squadron, which was activated as a unit of the 910th Airlift Wing in 1995, was officially deactivated, March 31, 2014. The deactivation resulted from Air Force structure changes that reduced the 910th's C-130 aircraft fleet to eight Primary Assigned Aircraft and on Back-up Inventory Aircraft.

"My base was closed, and for the people in this Squadron, it's kind of the same feeling, but at least they're not leaving the base," said Phillips. "The biggest part of my job is the people. We're going to retain all the Operations Group people. They will be moving to the 757th (Airlift Squadron), doing the same job(s), just wearing a different patch."

910TH MAINTENANCE OPERATIONS FLIGHT DEACTIVATES, MISSION STANDS STRONG

Story by Tech. Sgt. Valerie Smock
910th Airlift Wing Public Affairs

The 910th Maintenance Group (MXG) held a ceremony Nov. 2, 2013, here, to deactivate the Maintenance Operations Flight (MOF). The Air Force and Air Force Reserve Command eliminated these organizations and the 910th MOF followed suit.

"We're trying to emulate active duty," said Senior Master Sgt. Ray Kuneli, the 910th MOF superintendent.

Even though the organization was deactivated, there won't be any major changes. The mission will remain the same. The only difference is the command support staff will now report directly to the MXG commander.

"It's doing the same job, just having different titles," said Kuneli. "I've been with the organization since 1992. We've changed names several times but the mission is still the same. We're still helping Airman and the mechanics fly airplanes."

The 910th MOF began as the 910th Material

Squadron and was activated Jan. 15, 1963. It was then organized in the Air Force Reserve Feb. 11, 1963, as part of the 910th Troop Carrier Group. It was discontinued and deactivated Nov. 1, 1966. It was later reactivated as part of the 910th Logistics Support Squadron Aug. 1, 1992. More change came when it became part of the 910th

Maintenance Group and named the 910th Maintenance Operations Flight Oct. 1, 2002.

"As a commander, it's not often you get to deactivate an organization," said Col. David Post, 910th Maintenance Group Commander. "It is my privilege to do that. The 910th MOF has been well respected and well known throughout the command."

Post said the MOF is pivotal to the organization. The Airmen who have been a part of the flight have been crucial in keeping the operation running smoothly. "The MOF is the glue that holds it all together," said Post. "It would be difficult if they were not there. We are a proud heritage and we will continue to produce outstanding results."



Senior Master Sgt. Ray Kuneli, 910th Maintenance Operations Flight (MOF) superintendent, prepares the organization's flag to be put in a case, here, Nov. 2, 2013. Kuneli encased the flag during a ceremony to deactivate the MOF.

910th Squadrons • Mission Highlights

Operations created and sustained one of AFRC's largest C-130 flying hour programs, completing 3,360 hours and 2,635 sorties.

The Command Post managed more than 450 deployments and special mission sorties totaling more than 2,000 flying hours.

The propulsion shop used their expertise to overhaul eight valve housings with no defects, saving the unit \$53,000.

The fabrication shop manufactured twelve bleed air duct plates for Pittsburgh and Patrick Air Force Bases.

49 Airmen participated in Operation Coronet Oak, deploying to two continents, completing 54 flying hours and transporting 150 passengers and 20 short tons of cargo.

The Logistics Readiness Squadron deployed more than 1,500 passengers and processed more than 225 short tons of cargo.

The Judge Advocate General's office supported 234 clients by completing 81 wills and more than 250 Powers of Attorney, saving Air Force members more than \$85 thousand in legal expenses.

The avionics shop developed mounting technology adopted by AFRC.

The 910th Communications Squadron participated in the Quartermaster Liquid Logistics Exercise.

The Airman and Family Readiness office welcomed the USO to an on-station office and opened the Airman's Attic, supplying donated items for Airman rank E-4 and below.

The Chaplain's office trained more than 200 personnel on the free exercise of religion and was hand-picked to provide mental health support to the 911th after sequestration base closure announcements.

The Medical Squadron performed medical screening for more than 200 deployers and sent them out with zero discrepancies.

The station received the Arbor Day Foundation Tree City award for the 20th year in a row and recycled more than 68,000 pounds of solid waste.

The Fuels Management Flight serviced 1104 aircraft, issued 2.3 million gallons of jet fuel and 63 thousand gallons of ground fuel.

Base firefighters responded to more than 50 off-base mutual aid calls.

The Community Activity Center provided more than 17 thousand troop meals during UTAs.

The Eagle's Nest Lodge coordinated lodging for 11 groups totaling 871 off-base rooms and 824 on-base room nights for the 2014 air show.

The aerial spray section performed 22 missions worldwide treating 214,654 acres, brought their full-scale expertise to Pacific oil spill exercise, supported 25 training sorties and had zero defects/failures during 11 official quality assurance performance evaluations and special inspections.

The 910th Security Forces Squadron coordinated operational security, working with several outside organizations, for the Thunder Over the Valley Air Show and Open House.

The 76th Aerial Port Squadron positioned 52 members at two major transportation hubs and built 50 pallets with more than 175 thousand pounds of cargo to support five humanitarian missions.

The Fitness Center offered 416 staff-led fitness classes to promote healthy Airmen.

U.S. Air Force photo/Mr. Eric M. White



U.S. Air Force photo/Mr. Eric M. White

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STAY CONNECTED.**



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The work you do is part of the 910th Airlift Wing story. Stay connected with your unit by joining the conversation on Facebook, Twitter, Instagram, YouTube and our public website at youngstown.afrc.af.mil. We post fresh content including articles, photos, news video pieces and more, to help tell the world your story.

Need to Know

FY15 UTA Schedule

2014	October	4-5
2014	November	1-2
2014	December	6-7
2015	January	10-11
2015	February	7-8
2015	March	7-8
2015	April	11-12
2015	May	1-3
2015	June	6-7
2015	July/August	31/1-2
2015	September	12-13

*Three-day UTAs appear in red.

FY15 UTA Shuttle

The UTA shuttle is available on the following UTAs:

2014	December	6-7
2015	February	7-8
2015	May	1-3
2015	July/August	31/1-2

**For ALRS reservations:
Call 330-609-1923**

SAPR & Behavioral Health Resources

DoD Safe Helpline
Sexual Assault Support for the DoD Community
safehelpline.org | 877-995-5247

About Department of Defense (DoD) Safe Helpline
Department of Defense (DoD) Safe Helpline is a ground-breaking crisis support service for members of the DoD community affected by sexual assault. Safe Helpline provides live, one-on-one support and information to the worldwide DoD community. The service is confidential, anonymous, secure, and available worldwide, 24/7 by click, call or text — providing victims with the help they need anytime, anywhere.

BEHAVIORAL HEALTH
The Youngstown Air Reserve Station Behavioral Health office offers confidential counseling and referral services for the 910th Airlift Wing and their families. Working with depression, anxiety, stress, divorce, parenting issues, crisis situations, substance abuse, child/adolescent behavioral issues, couples counseling and more.

Contact Information:
Eric Martin LISW-S
Behavioral Health
Office: 330-609-1500
DSN: 346-1500
Mobile: 330-559-3512





The 910th Airlift Wing's 'Winger' is a feature cartoon character from the 910th Airlift Wing Public Affairs Office. 'Winger' is portrayed as a C-130 assigned to Youngstown Air Reserve Station and has been on many adventures involving the 910th's many missions including airlift, aerial spray, medical, security forces, maintenance, communications and many more. This Winger features a reminiscent view of the 910th's many accomplishments in 2014. U.S. Air Force artwork/Master Sgt. Bob Barcko Jr.



Deploy • Deliver • Defend